

February 10, 2004

McDonough County FAP 315, IL 336 Macomb Bypass Project: P-94-152-91

IDOT Seq. # 10622 ITARP # 7545

FEDERAL 106 PROJECT

Ms. Anne Haaker Deputy State Historic Preservation Officer Illinois Historic Preservation Agency Springfield, Illinois 62701

Dear Ms. Haaker:

Enclosed are two copies of an Archaeological Report and Phase I documentation completed by University of Illinois personnel concerning historical and archaeological properties and sites potentially to be impacted by the proposed project referenced above. Archaeological survey in the 907 acre project area resulted in the location of 100 archaeological sites. Most of these sites are lithic scatters confined to disturbed surface soils and do not meet the criteria for National Register eligibility. Some 40 sites, including 30 within the proposed rights-of-way, have been recommended for subsurface evaluation. No standing structures of historic or architectural significance are located in the proposed rights-of-way.

The Illinois Department of Transportation agrees to complete all remaining necessary survey and shovel probing. Should this work reveal potentially significant sites, these and the 40 sites previously found, will be tested. Should any of these sites prove significant the Department agrees to abide by the stipulations of the "Programmatic Agreement for the Mitigation of Adverse Effects to Illinois Archaeological Habitation Sites" ratified by FHWA and your office in September, 2002.

Very truly yours

John A. Walthall, PhD Cultural Resources Unit





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Federal Highway Administration

Environmental Impact Statement: McDonough County, IL.

AGENCY: Federal Highway Administration (FHWA), DOT. ACTION: Notice of Intent...

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed project in McDonough County, Illinois. The proposed project will avaluate bypass alternates in the area of Macomb, Illinois. Bypass alternates will consider possible connections of existing U.S. Route 67, U.S. Route 136, and proposed Illinois Roule 335. The study area will encompass en area three miles south, five miles north, eight miles west, and live miles east of Macomb. FOR FURTHER INFORMATION CONTACT:

Mr. James C. Parllow, Design Operations Engineer, Federal Highway Administration, Illinois Division, 3250 Executive Park Drive, Springfield, Illinois 62703, Telephone: (217) 492-4522 Mr. Dale E. Risinger, District Engineer, Minols Department of Transportation (IDOT), 401 Main Street, Peorla, Illinois 61602, Telephone: (369) 671-8333.

виррементану інгонматіон: Тье FHWA, in cooperation with the Illinois Department of Transportation, will prepare an Environmental Impact Statement on a proposal to improve treffic circulation around Macomb in McDonough County, Illinois. The proposed action involves the construction of a four-lane, accoss-controlled, divided highway. The length will be dependent on the results of the study and a chosen bypass location. The area being studied will encompass.
Miscomb, Illinois for three miles to the south, five miles to the north, eight miles to the west, and five miles to the

The proposed action will support sconomic development in west-central lithous by providing improved traffic circulation, safer and more efficient access to the urban area, a divided bighway design for high operating spoods and system continuity from Quincy to Macomb. Primary environmental resources that may be impacted are local property tax income, agricultural land, and wetlands.

Alternatives under consideration include no action and a new four-lane. fully access controlled facility on new alignment, interchanges will be provided at major high-volume roadways. Several alignment alternatives will be evaluated for the proposed project to best serve traffic tirculation to and around Macomb.

The scoping process undertaken as part of this proposed project with include distribution of a scoping Information packet, coordination with appropriate Federal, State, and local agencies, and review sessions as needed. A formal scoping meeting is not planned. Further details of the proposed project and a scoping information packet may be obtained from one of the contect persons listed above.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues identified, a comprehensive public involvement program will be undertaken. A public meeting concerning the proposed action will be held in the study area prior to the public hearing. Public notice will be given of the time and place of the meeting and hearing. The Draft EIS will be available for public agency review and comment and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA or IDOT contact persons.

(Cotalog of Pedera) Pomestic Assistance Analog of recent percent Assistance Program Number 20, 205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Pederal programs and activities apply to this program.

brued og: Febtuary 18, 1994. James C. Partlow, Design Operations Engineer, Federal Highway Administration, Illinois Division, Springfield, Hinois.

(FR Doc. 84-1792 Filed 3-2-94; 8:45 am) BALURG COCH 4HIQ-22-06

SCOPING PACKET

MACOMB AREA STUDY McDONOUGH COUNTY

Environmental Impact Statement And Design Study

AUGUST. 1994

ILLINOIS DEPARTMENT OF TRANSPORTATION

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I. PROPOSED ACTION

The proposed action is to construct an extension of Illinois Route 336 and/or US Route 67 as a four ane highway to provide a bypass around the City of Macomb in MoDonough County, Illinois. This project is a continuation of separate studies extending Illinois Route 336 from Quincy to the west edge of Macomb.

The proposed project will evaluate bypass alternates in the area of Macomb, and will consider possible connections of existing US Route 67, US Route 136, and proposed Illinois Route 336. The study area will encompass an area three miles south, five miles north, eight miles west, and five miles east of Macomb.

Alternatives under consideration include no action and a new four-lane, fully access-controlled facility on new alignment. Interchanges will be provided at major high-volume roadways. Several alignment alternatives will be evaluated for the proposed project to best serve traffic circulation to and around Macomb. The length will be dependent on the results of the study and the choson bypass location.

A Design Report and an Environmental Impact Statement will be prepared for the project. A public informational meeting and public hearing will be conducted.

II. NEED FOR THE PROJECT

The proposed action will support economic development in west-central Illinois by providing improved traffic circulation, safer and more efficient access to and around the urban area, and a divided highway design for high operating speeds. A good transportation network is an important element for an area's economic growth. It reduces travel time, operating costs and provides regional accessibility which, in turn, makes economic development more likely. The proposed action to improve traffic circulation around Macomb will also provide improved highway network connections.

The need for four-lane highway improvements in the study area has been identified in local land use plans. An economic development program report prepared by the Western Illinois Regional Council (March 1987) stressed the need for an improved transportation system in western illinois.

III. ANTICIPATED IMPACTS

This study will evaluate alignments which will result in the selection of a preferred alternate that adequately addresses project needs while minimizing associated environmental impacts.

Agricultural Resources

Construction on any alignment selected within the study area will require acquisition and conversion of prime farmland. Prime farmland within the areas of the alternate alignments will be identified from recent soil surveys conducted for McDonough County. Aerial photographs will be used to determine the amount of prime farmland affected under each alternate, the number of farmsteads displaced, and other impacts to agricultural operations. A technical report on agricultural impacts will be prepared.

Ecological Resources/Water Quality

Stological resources within the areas of the alternate alignments will be identified through records research and field surveys. It is anticipated that State or Federal listed threatened or endangered species may occur within the project area. Impacts on wetlands are also anticipated.

Construction along proposed alignments will intersect Intermittent streams, perennial streams, and their associated flood plains. Highway construction activities could impact downstream water quality during construction. The magnitude of these impacts would vary depending on the alignment and prevailing weather conditions during construction. Potential adverse effects to downstream water quality would be mitigated by requiring measures that would curtail erosion, sediment deposit, and pollution of streams caused by construction activity.

A technical report will be prepared to address potential impacts to these resources and the need for Section 404 permits.

Historic and Archaeological Resources

Previous cultural resources investigations conducted within the study area indicate that historic and prehistoric resources of National Register quality could be encountered. The degree of impact to these issues would depend upon the design of the highway and on the alignment selected for construction.

A survey will be conducted to determine whether historic or architecturally significant structures are present within the area of the alternate alignments. No impacts to historic or architecturally significant structures are known at this time.

Socio-economic and Land Use Concerns

The study area for bypass alignments traverses a predominantly rural area. The socio-economic impacts associated with this project will be dependent on the alternate alignments chosen for the by-pass of Macomb. The socio-economic resources and conditions will be inventoried and analyzed during this project and a technical report prepared.

Completion of the proposed highway and the subsequent change in traffic patterns could enhance demand for future commercial, industrial, and residential development in and around the city of Macomb. Future development will likely be influenced by the location of the highway. Such development could affect the local tax base of those political jurisdictions located near the proposed highway and would provide additional opportunities for employment and housing.

A limited number of residential displacements may be required. Acquisition of right-of-way for the proposed highway would result in an adverse impact on the taxing rolls. The project's stimulus to future development, however, should rectify this short-term adverse impact over time and result in a positive long-term impact to tax bases in the study area.

Air, Noise, and Energy

Traffic volumes on the proposed highway will not be great enough to cause a significant adverse effect on air quality. Consumption of energy by construction equipment would be a one-time impact. Traffic noise will be evaluated using the Federal Highway Administration's noise prediction method.

Impacts During Construction

Impacts during construction of the proposed highway would include short-term effects on traffic patterns and air, noise, and water quality. These impacts would occur only during construction, and steps to mitigate these impacts would be taken.

Traffic patterns could be affected because of the necessity of closing some local roads during construction. Air quality could be affected during construction by exhaust emissions from construction equipment and by dust created by construction and earth-moving operations. However, this should not create a significant impact on air quality because the number of pollutants.

Noise from construction equipment and construction operations could be objectionable, particularly where residential areas are adjacent to the construction site or adjacent to highways used to hauf materials to the construction site. These noise impacts could be mitigated through properly maintained equipment and vehicles, and by restricting construction operations to daylight hours.

IV. SUMMARY OF PRELIMINARY FINDINGS

It is expected that the most eignificant potential adverse impacts of this project would be to agricultural and ecological resources. The severity of these impacts will be determined by the location and design of the proposed highway and intersecting roads. Mitigation measures could be required and would be implemented as necessary to minimize any adverse impacts. Construction impacts would also create some adverse effects and may require mitigation. An Environmental impact Statement will be prepared for this project.

V. SCHEDULE

The Preliminary Design Report and Draft Environmental Impact Statement for the proposed action are currently scheduled to be available for public review by the summer of 1995. The Final Environmental Impact Statement and Final Design Report are scheduled for completion by the summer of 1996.

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Paula Green

IDOT, District 4, Bureau of Program Development

February 18, 1997

Per Your Request
For Your Information
Per Our Conversation For Your Review and Comment

Enclosed is correspondence between Dennis Johnson (FHWA) and John Betker (USACE) regarding the USACE becoming a cooperating agency for the three referenced projects. As noted, the USACE has agreed to become a cooperating agency for those projects.

Please call if you have any questions

Route Slip

- LA			
From Kart	Title	Telephone	Fax
Keith Hoernschemeyer	Transportation Engineer	217-492-4620	217-492-4621
		217 702-7020	21/ *** D2

Reply Separator

Subject: COOPERATING AGENCY REQUEST Author: Dennis.Johnson@fhwa.dot.gov at Internet

Date: 2/13/97 5:30 PM

IN ACCORDANCE WITH 23 CFR 771.111(d) THE ILLINOIS DIVISION OF FHWA ON BEHALF OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS REQUESTING THAT THE USACE, ROCK ISLAND DISTRICT BE A COOPERATING AGENCY FOR THE DEVELOPMENT OF ENVIRONMENTAL DOCUMENTS FOR THE FOLLOWING THREE TRANSPORTATION IMPROVEMENTS:

- O U.S. RTE, 34 MONMOUTH TO GULFPORT CONVERSION OF TWO-LANE ROADWAY TO A FOUR-LANE EXPRESSWAY WITH BYPASSES PRIMARILY ON EXISTING ALIGNMENT - ENVIRONMENTAL DOCUMENT - ENVIRONMENTAL ASSESSMENT
- O MACOMB BYPASS U.S. RTE 67 AND U.S. 136 -EXPRESSWAY BYPASSES OF THE CITY OF MACOMB ON NEW ALIGNMENT - ENVIRONMENTAL DOCUMENT - EIS
- O PEORIA RING ROAD INTERSTATE 74 TO IL. RTE, 6 COMPLETION OF CIRCULAR FREEWAY AROUND THE EASTERN PORTION OF PEORIA -ENVIRONMENTAL DOCUMENT - EIS

I YOU HAVE SPECIFIC REQUESTS RELATIVE TO THESE PROJECTS PLEASE DO NOT HESITATE TO CALL PAULA GREEN AT 309-671-3478.

YOUR RESPONSE VIA EMAIL WOULD BE APPRECIATED.

From:

John, G. Betker@NCR01.usace.army.mil

To:

Johnson, Dennis <FHWA>

Date:

2/18/97 4:00pm

Subject:

Re: COOPERATING AGENCY REQUEST

Subject: COOPERATING AGENCY REQUEST

Author: John G. Betker

Date: 2-18-97

The Corps will participate as a cooperating agency for your stated projects, in the capacity of reviewing your environmental documentation for compliance with our Regulatory requirements. We may also provide comments from other elements within the Corps regarding their respective areas of expertise. However, we do not wish to be a cooperating signatory agency in your documents.

If your have futher questions, please contact me.

A-10

John G. Betker Project Manager (309) 794-5380

Route Slip



To Title Oate
Paula Green IDOT, District 4, Bureau of Program Development February 24, 1997

Per Your Request
For Your Information
Per Dur Conversation
For Your Review and Comment

Enclosed is correspondence from Mike MacMullen (USEPA) regarding the USEPA being designated as a cooperating agency for the following projects in District 4: US 34, Monmouth to Gulfport; Macomb By-Pass; and Peoria Ring Road. As noted, the USEPA declined to be designated as a cooperating agency, however, they have agreed to perform the functions of a cooperating agency.

Please call if you have any questions.

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From KT+	Titla	Telaphone	Fax
Keith Hoernschemeyer	Transportation Engineer	217-492-4620	217-492-4621



From:

MACMULLEN.MICHAEL@EPAMAIL.EPA.GOV

To:

Johnson, Dennis <FHWA>

Date:

2/21/97 3:56pm

Subject:

COOPERATING AGENCY REQUEST -Forwarded -Reply

Dennis:

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Thank you for your recent E-mail request regarding cooperating agency participation for three upcoming projects in Illinois.

Our pulley is to decline such requests, in order not to give any appearance of compromising the independence of our NEPA reviews. We will, however, commit to ongoing availability for pre-NEPA reviews and the like. In other words, we can (and at your option, we will) provide the services your Agency and IDOT would want to have from us as a cooperating agency, without actually being designated as a cooperating agency.

if you have any questions or concerns regarding this response, please feel free to contact me at your earliest convenience.



ILLINOIS DEPARTMENT OF NATURAL RESOURCES

524 South Second Street, Springfield 62701-1787

George H. Ryan, Governor Brent Manning, Director

April 23, 1999

Mr. D. E. Risinger, District Engineer Illinois Dept. Of Transportation, Dist. 4 401 Main Street Peoria, Illinois 61602-1111

RE: Phase I Eastern Ring Road Macomb Area Study FAP 313 (U.S. 34)

Attention: A. C. Mills

Dear Mr. Risinger:

Thank you for the opportunity to participate as a cooperating agency in the development of the Environmental Impact Statement for the above referenced projects. It is important that the Department of Natural Resources be involved in the review process to assure resource protection and compliance with the state Endangered Species Protection Act and the Interagency Wetlands Policy Act of 1989.

Please address all corespondence to Mr. Steve Hamer of the Office of Reality and Environmental Planning, Division of Natural Resource Review and Coordination at 524 South Second Street, Springfield, Illinois 62701.

Sincerely,

Steve Hamer

Transportation Review Program
Division of Natural Resource Review



printed on recycled and recyclable paper)



Bureau of Land and Water Resources - State Fairgrounds - P.O. Box 19281 - Springfield, IL 62794-9281 217/782-6297 - TDD 217/524-6858 - Fax 217/524-4882

April 28, 1999



Ms. A.C. Mills
Illinois Department of Transportation
401 Main Street
Peoria, IL 61602-1111

Attn: Ms. Paula Green

Dear Ms Mills:

The Illinois Department of Agriculture (IDOA) would like to convey to you our desire to become a cooperating agency on the projects listed below.

STUDIES & PLANS - PHASE 1 Macomb Area Study Job No. P-94-152-91 Catalog No. 030010-01

STUDIES & PLANS - PHASE 1 FAP Route 313 (U.S. 34) Carman Road to Monmouth Henderson & Warren Counties Job No. P-94-030-95 Catalog No. 031314-00

STUDIES & PLANS - PHASE 1
Eastern Ring Road
Peoria, Tazewell & Woodford Counties
Job No. P-94-003-96
Catalog No. 031341-00

As with other projects in which the IDOA has been a cooperating agency, we would ask that the items listed on the enclosure with this letter be assessed in any environmental documents which the District will prepare on the projects listed above. This will enable the IDOA to conduct studies of agricultural impacts to determine the projects' compliance with IDOT's Agricultural Land Preservation Policy developed in accordance with the state's Farmland Preservation Act.

Ms. Mills Page 2 April 28, 1999

Should you have questions on the information listed on the enclosure, please contact me as soon as possible.

Sincerely,

James R. Hartwig, Supervisor

Office of Farmland Protection and Mined Land Reclamation

JRH

Enclosure

cc: John Rowley, IDOT Kevin Rund, IFB ηį



JULINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 Nurth Grand Avenue East, P.O. Box 19276, Springfield, (Luncis 62794-9276 Thomas V. Skinner, Director

217/782-0547

May 12, 1999



Mr. A.C. Mills, Program Development Engineer Illinois Department of Transportation Division of Highways - District 4 401 Main Street Peoria, IL 61602-1111

re: Environmental Impact Statements
Macomb Area Study - (McDonough Co.)
FAP Route 313 (Henderson & Warren Co.)
Eastern Ring Road (Peoria, Tazewell & Woodford Co.)

Dear Mr. Mills;

This letter is in response to a fax received from your office requesting the Illinois EPA's agreement to become a cooperating Agency for the above listed IDOT projects.

The Illinois EPA would be pleased to be a cooperating agency for the three projects. We request that the draft Environmental Impact Statement fully explain the status of a cooperating agency along with the standard explanation of the Illinois EPA's role and duties under Section 401 of the Clean Water Act.

Sincerely,

Bernard P. Killian Deputy Director

Bernard P. Killiam



August 25, .1995

STUDIES & PLANS - PHASE I FA Route 315 (IL 336) FA Routes 310 & 315 (Macomb Bypass) Hancock & McDonough Counties Job No. P-94-152-91 Catalog No. 030010-01

Mr. James Hartwig Department of Agriculture Division of Natural Resources Agriculture Building, State Fairgrounds Springfield, IL 62706-1001

Dear Mr. Hartwig:

A meeting was held at the District 4 office on August 22, 1995 to discuss preliminary alternate alignments on the Macomb Bypass project as well as alignment revisions on the IL Route 336 project from Carthage to Macomb. Those in attendance at the meeting were as follows:

Tom Lacy - IDOT, District 4 Paula Green - IDOT, District 4 Mike Bruns

- BD&E

John Rowley - BD&E (Ag. Coordinator) James Hartwig - Illinois Dept. of Agriculture

Tom began by first explaining the Macomb Bypass Study area and proposed typical section. The study area, proposed typical, alternate alignment map, and description/comparison of alternates were described in a handout given to all in attendance at the meeting. An aerial map with designated alternates was used to describe alignments in the northwest, northeast, and southern quadrants around Macomb. General characteristics, alignment location description and impacts were discussed for each quadrant.

In regard to the northwest quadrant, Jim Hartwig preferred the alignments which tied into Springlake Road as compared to those that tied into Springview Road. Springview Road is approximately one mile north of Springlake Road. Alignment alternates which fied into Springview Road were longer in length with greater agricultural land affected. Jim also stated he preferred alternates which followed section/property lines or existing roads to reduce property severances. He was not in favor of alignments on diagonals which bisected agricultural ground. It is Jim's opinion that less emphasis should be placed on pastured woodland. Tom mentioned that alternate designated F-8 is the longest in length, displaces the most residences, and restricts Park District expansion and, therefore, is recommended to be dropped from future study.

In regard to the northeast quadrant alternates, Jim favored the G-1/G-3.1 alternate which follows existing roadway and property lines and, therefore, has less property severance. This alternate ties into Springlake Road which is closer to Macomb. Impacts as mentioned in the meeting agenda handout explains the impacts of each alternate G-1, G-2, G-3, G-3.1, G-3.2 and G-4.

Next, alternate alignments for a southerly bypass of Macomb were discussed. Alternate E-3 is closer to Macomb and would impact housing development south of Macomb. An interchange at CH 16 south of Macomb would be difficult due to the existing residential development in the area. Alternate E-4 allows for greater development south of Macomb and would provide a desirable future location for an interchange with CH 16. Alternate E-4 does have more woodland impacts than alternate E-3 due to its proximity to Killjordan Creek. Alternates E-4.1 and E-4.2 were added to try and reduce the length of diagonal alignment and reduce severances.

Jim asked which combination of bypass locations were being considered. Tom responded that the bypass location will later be assessed according to environmental impacts, cost, and function in regard to traffic flow.

The next topic discussed was in regard to alignment revisions on the IL Route 336 project. The first item discussed was the alignment revision at the Rendleman property located south of Carthage on the east side of existing IL Route 94. The two barns, silo, and house on the Rendleman property have been determined potentially historic by the Illinois Historic Preservation Agency (IHPA). The two barns, silo, and house would require removal using the preferred alternate alignment in which it is proposed to hold the existing west right-of-way line of IL Route 94 and place 4 new lanes to the east of the existing roadway. Modifications to the preferred alignment to avoid building impacts was discussed with IHPA on January 10, 1995. Two alignment alternates were analyzed; one west and the other east of the preferred A-2.1a alignment. A plan view showing each alignment along with an impact table comparison was then discussed. The District prefers the west alternate for the following reasons:

- 1. Using the "west" alternate, a significant length of existing IL Route 94 pavement could be removed and, therefore, lessen future maintenance costs. The 'east" alignment would leave more of existing IL Route 94 in service and, therefore, result in higher future maintenance costs.
- 2. The "west" alternate utilizes more of the existing IL Route 94 right-ofway and requires seven acres less right-of-way than the "east" alternate. The "west" alternate requires one acre less right-of-way than alternate A-2.1a.
- 3. The current access pattern to the farm could be maintained using the "west" alternate but could not using the "east" alternate.
- 4. The "west" alternate would be more aesthetically pleasing as it is more of a sweeping curve rather than the obvious jog in the "east" alternate.

Using the "west" alternate the proposed (I. Route 336 centerline would be approximately 92 feet west of the existing II. Route 94 centerline. The house, barns, and silo are located on the east side of II. Route 94. Therefore, using the "west" alternate modification of the A-2.1a alignment the proposed traffic lanes would be farther away from the buildings than currently exist. The preliminary additional cost of the "west" afternate is \$40,000 more than alternate A-2.1a.

Jim Hartwig and John Rowley both agreed that the "west" alternate was a feasible and acceptable alignment.

The final topic on IL Route 336 alignment revisions concerns the IL Route 61/IL Route 336 interchange area.

Tom discussed the realignment of IL 336 to utilize part of U.S. 136 as a frontage road near IL 61, and the revision of the interchange at IL 61 from a high speed trumpet to a diamond type. The diamond interchange will adequately handle the traffic and enable north side frontage road connections directly to the interchange. A tabulation of impacts for the trumpet versus the diamond interchange was then discussed. This tabulation is included with the meeting minutes. Tom pointed out that the diamond interchange would have less impacts in regard to right-of-way and frontage roads, and could be built for less cost than a trumpet interchange.

The access to the adjacent properties was discussed. Tom described how the diamond interchange scheme provides better access for the adjacent properties. Jim agreed that the diamond interchange would be preferred over the trumpet interchange. He further inquired as to the alignment location east of the interchange. Tom explained that it is proposed to hold the existing south right-of-way line on U.S. 136 and place all 4 lanes north of existing. The existing pavement on U.S. 136 would be removed. This would also reduce impacts to the north side of U.S. 136 only.

An alignment where existing U.S. 136 would be used as the eastbound lanes would require right-of-way and impacts on both sides of existing. This concluded our discussion of the Macomb Bypass and IL Route 336 projects. These minutes constitute the writer's understanding of matters discussed and conclusions reached in summary form. In the space below is an area provided for your signature in regard to concurrence to the meeting minutes as contained in this tetter.

lf you	should have any questions, plea	ise contact Tom Lacy at (309)	571-3462
Very i	truly yours,		
	Risinger at Engineer		
Ву:	A. C. Mills Program Development Engineer	 er	
TAĻ∕p	octalID012		
Enci.			
cc:	Project File (T. Lacy) Parsons, Brinckerhoff, Quade & P. Green (Env. Coordinator) Mike Bruns (BDE)	& Douglas (Atin: W. Trachsel)	
	_ I concur.		
,	_ Would like to discuss further.		
	·		···-
Signat	tute	Date	

Minutes of NEPA/404 Concurrence Meeting for FAP Route 10 (U.S. 67) & FAP Route 315 (U.S. 136) Macomb Area Study McDonough County Job No. P-94-152-91 Catalog NO. 031483-00P

On April 30, 1996, the initial NEPA 404/Concurrence Meeting was held at the District No. 4 office in which the proposed study of bypass alternates in the Macomb area was discussed. The purpose of the meeting was to discuss and receive concurrence for the following items.

- 1. Project Purpose and Need
- 2. Review of alternate alignments,
- Based on impacts, suggested alternates to be eliminated from further study and also those to be carried forward for further detailed analysis.

An agenda packet was handed out which contained the meeting format, project study area, typical section, purpose and need section and corresponding exhibits, map of alternate alignments, tabulation of design impacts, and builtet diagram of reasons to not carry selected alignments forward. Refer to the attached attendance sheet for meeting participants.

Dennis Johnson of FHWA began the meeting by addressing the items to be discussed for the Macomb Area Study, which includes the Purpose and Need and alternate alignments. Tom Lacy of IDOT, District No. 4, then initiated the presentation by first describing the project location, study area, and surrounding routes. Next, the expressway typical section used for analysis of atternates was discussed. Upon completing the above mentioned general project overview, the project Purpose and Need was explained. Tom Lacy provided a summary of each section which included the project purpose, history, need, route linkage, local transportation network, and economic development.

Upon completion of summarizing the Purpose and Need, the following items were discussed:

Mike MacMullen of USEPA inquired as to the level of service for traffic in Macomb. Tom responded that the level of service and ADT for highway routes in the Macomb area is not being used to justify a purpose and need for the study. The purpose is based on system linkage and economic development/retention. Mike also asked how the Macomb Area Study would tie into a 2-lane section of U.S. 67 south of Macomb. Paula Green's response was that the NE quadrant would provide continuation of the existing U.S. 67 t-lane section north of Macomb to tie into U.S. 67 at the east edge of Macomb. District No. 6 is currently studying U.S. 67 from the termini of the Macomb Area Study to Jacksonville. This NE quadrant has independent utility. In addition, it was mentioned that the NW quadrant bypass could provide a west to north movement for the proposed 4-lane IL 336 expressway to the existing 4-lane section of U.S. 67 north of Macomb. As mentioned in the Purpose and Need, a combination of alternate corridors to the NE, NW, and south of Macomb are to be evaluated. The corridors are being evaluated as expressway type facilities for both U.S. 67 and IL 336. Upon conclusion of discussing the Purpose and Need statement for the Macomb Area Study, concurrence was requested by Paula Green and received by meeting participants.

The next item for discussion was the review of Macomb bypass alternates, suggested alternates to drop from future study, and the preferred alignments to carry forward for additional refined analysis. An agenda packet which was handed out contained the following information:

 Map of conceptual alternate alignments for the NE, NW, and southern quadrants around Macomb. Alternates shown include:

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NW - F-1, F-3, F-4, F-4.1, F-5, F-5.1, F-6, F-7, F-7.1, F-8
NE - G-1, G-2, G-2.1, G-3, G-3.1, G-3.2, G-3.3, G-4
S - E-3, E-4, E-4.1, E-4.2
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- 2. Existing and projected traffic on existing highway system.
- Preliminary Summary of Design and Environmental Impacts for all alternates on the NW, NE, and southern study quadrants. The preferred alternate for each quadrant is shown shaded.
- 4. Tabulation of "Reasons to not Carry Selected Alignments Forward".

Using an aerial mosaic exhibit, Tom first explained the key environmental and land features which affect alignment selection in each of the 3 quadrants of study (NW, NE, and south). Environmental features such as wetlands and woodlands were shown shaded on the aerials as well as alignment alternates and other key impact areas. Next, the alternates were discussed and compared in regard to impacts as tabulated in the "Preliminary Summary of Design and Environmental Impacts" tables. Following is a brief summary of key design impact features, alternates suggested to drop from future study and reasons why, proposed alternates to carry forward for more detailed study, and discussion by meeting participants.

Northwest Quadrant

- 1. Key Design Impact Features
 - Woodlands bordering the Lamoine River and Springlake Tributary
 - * East Fork of Lamoine River
 - Western Illinois University
 - * Springlake Park
 - Residential Subdivisions
 - * Native Prairie Restoration Area
 - Macomb Airport
 - Existing Roadway Network
- 2. Alternates suggested to drop
 - * (F-1, F-1.1, F-3, F-8) These alternates connect to Springview Road at U.S. Route 67. These alternates have a high number of severances, longer length, more agricultural impacts, limit expansion of the Macomb Airport when combined with the NE quadrant, and require additional realignment of sideroads as compared to alternates that connect in the vicinity of Springlake Road and U.S. Route 67.

Severe intersection skew angles at Springlake Road and Route 1100E would require major realignment to connect to alternates F-1 and F-3. Tom pointed out that the Table of Impacts incorrectly estimates the frontage road requirements for alternates F-1 and F-3. Adjusting for the realignment of Springlake Road, a total of 4240 feet of total frontage road would be required.

- (F-6, F-7) High woodland impacts, high residential displacements, close proximity to residential subdivision, and passes close to Springlake Park and the Native Prairie Restoration Area.
- (F-4, F-4.1, F-5) High residential displacements, commercial impact to the radio station. transmitter tower for alternate F-4, diagonal severances of farmland, and undesirable angle of intersection with sideroads, requiring major sideroad realignment.

3. Alternates Suggested to Carry Forward

* (F-5.1) Least number of affected parcels, tied for least acreage of impacted woodlands, and is the optimal alternate in regard to intersection angle and retention of the existing roadway network. The connection to U.S. 67 will allow retention of Springlake and Springview Roads whereas other alternates would require extensive relocation of these sideroads.

4. Discussion Comments

- Charles Perino mentioned the woodland impacts as shown on the aerial mosaic between Adams Street and Tower Road (refer to Conceptual Alternate Alignments Map for location). Tom explained that the preferred alternate location attempts to minimize woodland impacts as much as possible. Upon field determination of woodland areas, further refinement of the preferred alternate can be made to provide the least impact. It was noted that due to the extent of woodlands in this area, that avoidance is not possible. However, upon further detailed analysis, the impacts will be kept to a minimum.
- John Better asked where the wetland impacts were located and Tom responded that all alignments share the same impacted area of 7 acres located just north of U.S. 136 in the area of the Lamoine River. This area of impacted wetland will be further defined upon more detailed field survey.

This concluded discussion comments for the bypass alternates in the NE quadrant. Concurrence was requested by Tom Lacy and received for dropping from future study alternates connecting to Springview Road as well as alternates F-6, F-7, F-5, F-4.1, and F-4. The preferred alternate, F-5.1, which connects to U.S. 67 between Springview and Springlake Roads, will be carried forward for future study and refinements made to minimize environmental/key impacts.

Northeast Quadrant

1. Key Design Impact Features

- Envirodyne Landfill
- Macomb Airport
- Macomb Industrial Park/Bower Road Connection
- Existing Roadway Network
- * BNRR
- East Fork of Lamoine River (woodlands and wetlands)
- Residential Development

2. Alternates Suggested to Drop

- (G-4) Severe impacts for the intersection connection of Bower Road and 1500N, limits industrial Park development, and more curves which result in diagonal farmland severances.
- (G-1) Restricts Macomb Airport expansion, diagonal severances, longest length, undesirable intersection angle with Bower Road, and required realignment of Springview Road
- (G-3.1, G-3.3) High wetland and woodland impacts and number of severances.
- (G-2, G-2.1) Severs road 1500N and disrupts the local road network continuity, large length of required frontage road.

3. Alternates Suggested to Carry Forward

(G-2.2 combined with either G-3 or G-3.2) G-2.2 maintains the existing local road network, reduces frontage road requirements, less angular severance and eliminates residential impacts at Springlake Road. Alternates G-3 and G-3.2 will be further evaluated in conjunction with the G-2.2 alternate to minimize wetland/woodland impacts.

4. Discussion Comments

 John Better mentioned the Springview Road connection was a mute point due to the fact that this connection was agreed to be deleted from the NW quadrant. Tom Lacy responded that when tooking at the combination of NE and NW quadrants together, this is true. However, a south and NE bypass requires an independent review.

This concluded discussion comments for the NE bypass alternate alignments. Concurrence was requested by Tom Lacy and received by meeting participants for previously mentioned alternates to drop and those to carry forward for future study.

South Quadrant

- 1. Key Design Impact Features
 - Residential Development
 - Killiordan Creek and Tributaries
 - Troublesome Creek

2. Alternates Suggested to Orop

- (E-3) Proximity to Macomb limits expansion, high potential for significant residential
 displacement due to location of subdivisions, poor intersection angle with several
 sideroads which will result in sideroad relocation and added impacts, high number of
 diagonally severed farmland, and potential access control impacts for an intersection at
 CH 16.
- (E-4.2) Highest woodland and wetland of all alternates.
- 3. Alternates Suggested to Carry Forward
 - (E-4, E-4.1) Allows southward expansion of Macomb, provides a good connection to CH 16 with minimal impacts, low residential displacements, and improved sideroad intersection angles as compared to the E-3 alternate.

4. Discussion

- Mike MacMullen of USEPA expressed concern over dropping alternate E-3 because, according to the tabulation of impacts, it has less woodland and wetland impacts than the E-4 alternates. Mike did not see the one non-farm residential displacement shown on the impacts table as significant in the area of CH 16 and the bypass alignment. Tom explained the non-farm residential displacement was determined from a 1993 flight and that the impacts table has not been updated according to the recent April 1996 flight which shows additional residential development in the intersection area of CH 16 and the E-3 alignment. Mike requested additional information in regard to future zoning and subdivision layout in the area of CH 16 and the E-3 alternates. The magnitude of residential displacement needs to be further defined and the degree of magnitude assessed prior to dropping the E-3 alternate.
- * Upon further investigation as requested by Mike MacMullen, the following information was obtained in regard to potential residential development in the area of CH 16 and the E-3 afternate alignment. (Refer to attached Exhibit No. 1 for the location of street names and the E-3 afternate alignment, Also attached as Exhibit No. 2 is an aerial picture of the area.)

City plans for the area around CH 16

The land west of CH 16 (Johnson Street) is currently unincorporated, but is zoned agricultural (by extraterritorial zoning powers).

Subdivision east of Maple Street (1,600 feet east of CH 16)

Most of this unnamed subdivision is zoned R1 (single family), some is zoned R3 (multi-family residential) and Special Use. The April 1996 aerials show that this subdivision has been expanded since the original aerials were flown. The original set of aerials had shown only Evergreen Street (north of the E-3 centerline) extending east from Maple Avenue to Madison Street. The most recent set of aerials shows that the streets south of Evergreen Drive have been extended. From the north, these streets are Pinecrest and Scotchpine.

Gary Zeigler (City of Macomb) said that Pinecrest is constructed about half-way to Madison Street, and Scotchpine is constructed about 1/3 of the way to Madison Street, but both are planned to be completed to Madison. (The E-3 centerline follows Pinecrest through the subdivision.) Gary also indicated that Madison Street would be extended south 300 meters from South Verzel Street to James Street and south 150 meters from Pam Lane to Evergreen and then to Scotchpine, crossing the E-3 alignment.

Residential Displacements

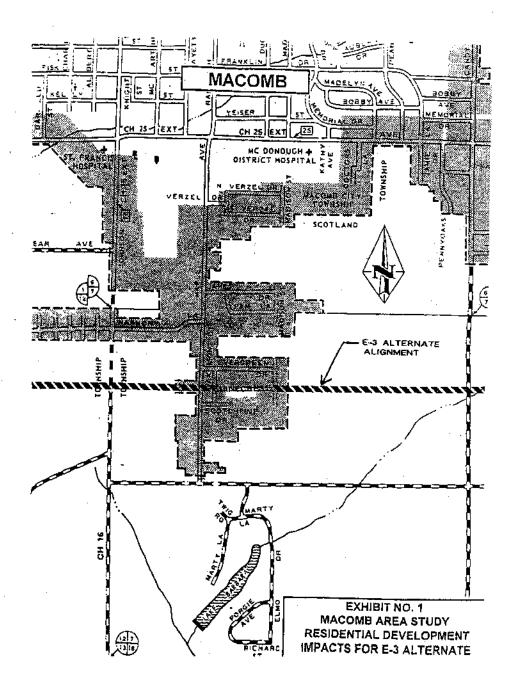
Using the new aerial mapping, Alternate E-3 would bisect this subdivision, and would displace 5 farm residences and 9 non-farm residences. One of the non-farm displacements is a multi-family building on Maple. Five of the non-farm residences, including the multi-family residence, are within the subdivision proper, and three of the non-farm residences are on Maple Avenue immediately across the street from the subdivision. In addition to the displacements of existing homes, E-3 would also take roughly 30 other lots in the subdivision based on a 76 meter wide right-of-way for the proposed IL Route 336 alignment. (The number of lots could be greater if the profile through this area requires more right-of-way.) The revised impact table and builteted list are attached as Exhibits No. 3 and 4.)

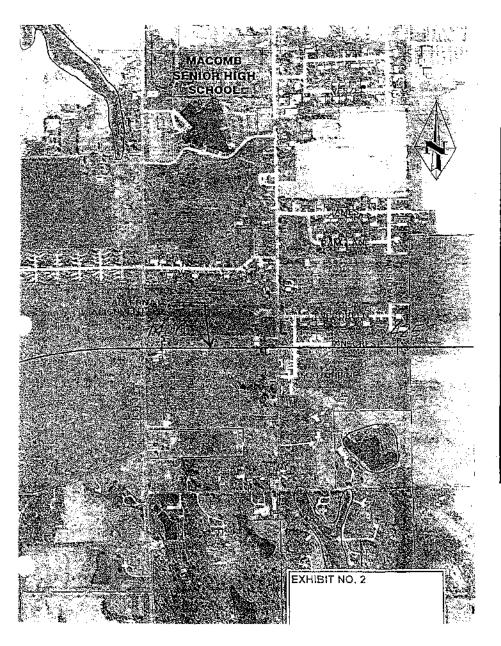
In conclusion, it is evident in reviewing 1993 and 1996 aerial photography, that residential housing is expanding in the vicinity of CH 16 and the E-3 alternate. Currently, the E-3 alternate displaced 9 residential homes with the potential for 30+ additional lots and resultant residential displacements in the future. Given the trend for continuing residential development and the resultant displacement impacts, it is suggested to drop the E-3 alternate from future study.

This concluded discussion comments for the south bypass alternate alignments. With the additional information received in regard to residential development south of Macomb in the area of CH 16 and the E-3 alignment, it was demonstrated that displacements would be significant. Therefore, it is suggested that the E-3 alternate be dropped from future study along with the E-4.2 alternate. Suggested alternates to carry forward are E-4 and E-4.1.

In conclusion, your written concurrence is requested as to the Purpose and Need for the Macomb Area Study as presented and summarized in these meeting minutes and also concurrence of the proposed alternate alignments to drop and those to carry forward as also discussed in the meeting minutes. Attached is a map labeled Exhibit No. 5 which is intended to simplify and summarize the recommended alternates to drop and those to carry forward for future detailed study.

Below is an area where you can indicate further. Please return your response to u				
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Encl.		· ·		
Check the appropriate response:				
I concur I would like to discuss this further.				
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Signature	Title		Date	





South Bypass Preliminary Summary of Design and Environmental Impacts Expressway Criteria F.A.P. 10 (US 67) & F.A.P. 315 (US 136) McDonough County

		Alternate Alignments				
			60 to US 67 d			
1mpact	E-3	E-4	E-4.1	E-4.2		
Length (ft.)	39,800	39,950	39,600	38,750		
Right-of-Way:				,		
No. of Parcels	22	27	31	. 27		
Acreage, (For 250 ft. R.O.W. width)		1				
Woodlands	34	46	44	52		
Wetlands (potential)	9	15	.11	19		
Other	232	215	219	199		
Total	275	276	274	270		
No. of Severed Parcets (> 5 Ac.)	10	9	- 5	4		
No, of Diagonally Severed Parcels	5	8	5	0		
Displaced Residences - Farm	5	2	1.75 (2.22	3		
- Non Farm	9	0	e Projection	0		
Displaced Business	0	0	0	0		
Erosion Potential	Moderate	High	High	High		
Intersection Angle between Bypass & Road 1000E	Poor	Good	Good	Good		
Intersection Angle between Bypass & Road 1300E	Good	Poor	Poor	Fair		
Intersection Angle between Bypass & Road 1000N	Poor	N/A	N/A	N/A		
Intersection Angle between Bypass & Road 1050N	Poor	Poor	N/A	N/A		
Compatibility with an interchange at IL 336	Poor	Poor	Poor	Poor		
Compatibility with an interchange at US 67	Fair	Good	Good	Good		
Adaptability to Freeway Upgrade	Poor	Good	Good	Good		

- 2. Cuantities shown are subject to refinement upon further detailed study.

 2. The favored alternate is indicated:

 3. Includes interchanges at IL 336 and at US 67.

 4. Potential wetland impacts are based on the floodplain area.

 Final wetland delineation will be performed later.
- 5. Alternate alignment path: E-3 = E-3

E-4 = E-3 to E-4

E-4.1 = E-3 to E-4 to E-4.1 E-4.2 = E-3 to E-4 to E-4.2

EXHIBIT NO. 3

Reasons to ..ot Carry Selected Alignments Forward

South Bypass

<u>E-1</u>

Part of the IL 336 study utilizing the existing US 136 alignment, eliminated from further consideration in that study.

E-2

 This alignment turned and proceeded further north than the E-3 alignment at CH 18 before it turned east and rejoined the E-3 alignment at CH 16. Eliminated from further consideration in the IL 336 study.

<u>E-3</u>

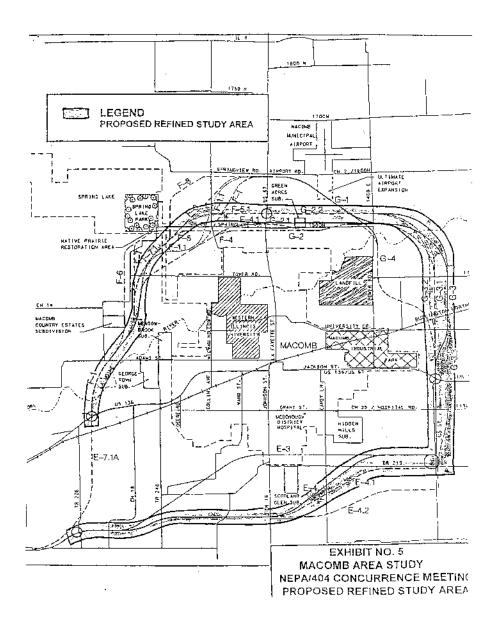
- Highest residential displacements 14 (versus 2 for E-4 or E-4.1)
 Immediately adjacent to and passes through new subdivisions
- Would Impact the development south of Macomb
- . An Interchange at CH 16 would have high impacts due to the density of development
- . Diagonally severs three large prime farm tracts south of Macomb
- Severs 10 parcels versus 5 for E-4.1

<u>E-4</u>

- Severs 9 parcels versus 5 for E-4,1
- Woodland impacts 5% higher than E-4.1
- Wetland impacts 40% higher than E-4,1
- Intersects US 67 near the crest of a vertical curve, versus E-4.1 which crosses near the sag of the vertical curve. Would likely require redesign of US 67 profile to meet current criteria and provide sufficient sight distance for traffic luming on to or off of US 67, and would likely require the Bypass to be depressed below US 67 requiring extensive excavation.

E-4.2

- Highest wetland impacts (75% more than E-4.1)
- Highest woodland impacts (18% more than E-4.1)
- · Alignment adjacent to the Roodplain of Troublesome Creek





September 30, 1997

Mr. Dale E. Risinger District Engineer Illinois Department of Transportation District #4 H.Q. 401 Main Street Peoria, IL 61602-1111

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Re: Macomb Area Studies FAP 310 (U.S. 67) & FAP 315 (IL 336) Job No. P-94-152-91

Catalogue No. 031483-00P

Dear Mr. Risinger:

In response to your letter of September 9, 1997, the Division of Aeronautics has viewed the attachments and concur that the federal baseline information is correctly presented. Earlier this month, Mr. James V. Bilditli, of this office. spoke with personnel from Parsons Brinkerhoff about the project and its impact on the Macomb-Smith Airport. Specifically, Parsons personnel were inquiring as to the location of the displaced threshold near the east end of the runway. Mr. Bildilli contacted Mr. Smith as to the possibility of the hancer and trailer being removed or relocated in order to move the displacement and allow for a greater runway length. Mr. Smith said that he had no plans for their removal. As such, the displacement, as presently marked will remain the threshold.

The Division's Rules and Regulations require that in order to be open to the public, a minimum length of 2,200 feet with clear 20;1 approach surfaces must be offered. The photograph enclosed in the packet depicts the runway as 2,550' long. We are enclosing a newer photograph that depicts a 2,200 foot runway with a 270 foot stopway (displacement) on the east end. Because the 2,200 foot requirement is effective length considering both ends



Dale E. Risinger IDOT-District #4 September 30, 1997 Page Two (2)

simultaneously, please ensure that your alignments are far enough to the east to allow for such. Any effective length less than 2,200 feet will close the airport to the public.

If you have any questions concerning the above, please feel free to contact our office

Sincerely.

William L. Blake

William L Blake

Director

Enclosure: 1996-1997 Airport Directory To:

File

From:

Tom Lacy

Subject:

COORDINATION MEETING MINUTES (Agricultural Agencies)

Date:

October 30, 1997

STUDIES & PLANS - PHASE I FAP 315 (IL 336) & FAP 10 (U.S. 67)

Sections 32,33,39,40 McDonough County Macomb Area Study Joh No. P.94-152-91

Job No. P-94-152-91 Catalog No. 031483-00 STUDIES & PLANS - PHASE)
FAP Route 315 (IL 336)
Hancock & McDonough Counties

4-lane study of proposed IL 336 from S. of Carthage to the W. edge of Macomb

8M 15a

Job No. P-94-152-91 Catalog No. 030010-00

On October 30, 1997, a coordination meeting was held at the District 4 office in Peoria, Illinois, to review the proposed preferred alignment and road closures for IL 336 and preliminary alignments for the Macomb bypass study. Refer to the attached attendance sheet for a listing of participants. An attached agenda packet was distributed for each project.

The agenda packet and aerial mosaics were used by Tom Lacy to describe the existing land features, design constraints, and environmental impacts for the atternate alignments studied. The aerial mosaic used for the It. Route 336 Study was overlayed with a CAD plan view of the preferred alignment which is intended to be presented at the upcoming public hearing on November 5 and 6, 1997. Each alternate alignment for the It. Route 336 study was discussed followed by reasons for selection of the preferred alignment. The aerial mosaic for the Macomb Area Study showed the preliminary alternate alignments in the northwest, northeast and south quadrants surrounding Macomb. A designated area of future refined study was indicated in yellow. The alignments in each quadrant were discussed in regard to impacts, followed by evaluation of the alternates proposed to drop from future study and then to carry forward for further refined analysis. In addition, the Origin-Destination Study results were discussed for the Macomb Bypass Study.

Following is a summary of discussion topics for the meeting.

Jim Hartwig was in agreement to utilize existing pavement and ROW whenever possible to reduce agricultural impacts. Jim questioned why the existing pavement along IL Route 94 couldn't be reused as the southbound lanes and maintain the existing ROW line. Tom explained that the proposed 4-lane expressway typical section requires more ROW than the existing 2-lane

pavement. The existing roadway has 4' shoulders, embankment slopes varying from 4:1 to 2:1, and shallow V-ditch bottoms. The proposed 4-lane expressway has 10' shoulders, policy 6:1/3:1 embankment slopes, 4' ditch bottom, and also 1± meter fill above the existing ground line. The existing 2-lane ROW width is approximately 60 feet, whereas the 4-lane expressway ROW width is a minimum of 250 feet.

Throughout the presentation Jim expressed his concern with agriculture land being taken out of production as a result of proposed ROW for the 4-lane improvement. Tom responded the following objectives were used in selection of the preferred alignment location to reduce agricultural impacts.

- 1. Utilize existing ROW.
- Wherever possible, field entrances were located off sideroad connections with median openings.
- Alignment diagonal lengths were kept to a minimum to reduce farmland severance's. In addition, the alignment between Tennessee and Macomb is adjacent to properly lines, section lines, and township road ROW in order to eliminate bisecting farmland.
- Alignment location was selected to minimize agricultural as well as other environmental impacts.

Jim questioned the diagonal alignment location between Tennessee and Macomb in which Tom responded the diagonal location was determined at a location to minimize overall impacts and also reduce the length of the alignment and thereby reduce overall agricultural ROW. The alignment and access to pasture land was also discussed in the area of It. 336 and the TR 226 intersection. Access location of field entrances may be adjusted according to property owner comments at the upcoming public hearing on November 5 and 6, 1997.

In regard to the Macomb Bypass Study, Jim questioned why the S1 & 2 alternates didn't continue on 950N instead of using a diagonal to connect into U.S. Route 67 at 1050N. Tom responded that an alignment following 950N to the intersection with U.S. Route 67 would result in additional length and resultant agricultural right-of-way, extensive channel impacts to Troublesome Creek, and also building impacts at U.S. 67.

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Minutes of NEPA/404 Merger Meeting for FAP Route 10 (U.S. 67) & FAP Route 315 (U.S. 136) Macomb Area Study McDohough County Job No. P-94-152-91 Catalog No. 031483-00P

On September 25, 1998, the NEPA/404 Merger Meeting was held at the District No. 4 office in which an evaluation of the proposed alignments for each Macomb Bypass Corridor were presented by the District and their consultant for this project, Parsons Brinckerhoff Quade and Douglas, Inc.(PB) The purpose of the meeting was to discuss and receive concurrence for the following item:

1. Alternates to carry forward within a preferred Bypass Corridor

An agenda packet was handed out which contained the meeting format; project history; project study area; typical section; coordination with public, Macomb City Council and McDonough County Board, and endorsements by the City Council and County Board; alignment comparisons showing suggested alignments to drop in each corridor with reasons, and suggested alignment to remain in each corridor with reasons, both supported by a bullet listing of reasons; a Bypass Corridor comparison/selection, and Impact Tables covering the environmental and design impacts associated with each alternate alignment. Refer to the attached attendance sheet for meeting participants.

Paula Green introduced the Macomb Area Study. John Page of PB then presented a brief background and history of the of the Macomb Bypass Corridor covering the items in Section 2 of the Agenda. Tom Lacy next presented the physical and design features for alternate alignments NE-1, NE-3, and NE-9 in the North East Corridor, utilizing the 1:4000 aerial mosaic exhibits to highlight key features. Paula Green then presented the environmental features in the North East Corridor that were highlighted on the aerial mosaic exhibit and described how the alternate alignments avoided or created impacts. John Page then compared the impacts utilizing a slide presentation to explain the key factors leading to the recommendation of alignment NE-9 as the optimal alignment in the North East Corridor: significantly less woodland impacts, avoids bow in creek and two additional channel crossings, avoids wetland seep areas, and crosses less rugged terrain. John presented alignment NE-9 to the agencies requesting approval of the optimal alignment. Approval was granted.

The same procedure was followed to describe and evaluate alternate alignments NW-1, NW-2, and NW-3 in the North West Bypass Corridor. It was established that NW-1 was the least favorable alignment as it had the highest floodplain area impacts, severs high quality wetland site #55, impacts higher quality woodlands and potentially

impacts the Hills Thistle. Due to the recent need to shift the south end of the alignments west, additional photogrammetric and environmental surveys will be needed to confirm the optimal alignment. Approval was requested to drop NW -1, and continue studies on both NW-2 and NW-3 when the new data arrives. The agencies approved the request to drop NW-1 and carry both NW-2 and NW-3 forward.

Alignments S-1, S-2, and S-5 in the South Bypass Corridor were then presented in the same manner. S-5 was recommended as the optimal alignment in the South Bypass Corridor as it involved less agricultural land impacts, less right-of-way needs, less diagonal severences and house displacements, was located the farthest from the residential subdivisions and avoids the area of Loggerhead Shrike sightings. Approval of S-5 as the optimal alignment was requested and granted by the agencies.

John Page then presented the comparison of the South and North West Bypass Corridors to determine which one should be selected to join with the NE corridor to become the proposed Macomb Bypass Corridor. Based on a comparison of the impacts showing that the South Bypass would be nearly 50% longer and 50% more expensive to construct; with farm, right-of-way and agricultural impacts ranging from 50-100% more; and that traffic would be better served by a NW/NE Bypass Corridor, Agency approval was granted to the District's request to drop the South Bypass Corridor from further study.

The third NEPA/404 Merger Meeting will be at the DEIS review stage. The agencies agreed that they would want to see the further refined studies before signing off.

Supporting Documentation -Dennis Johnson (FHWA) called District 4 on October 2,1998 to report that he had talked with Wayne Fisher (FWS) regarding the Macomb Area Study, and that Wayne had concurred with the position taken to drop the South Bypass as approved at the meeting.

Below is an area where you can indicate your concurrence or desire to discuss this matter further. Please return your response to us in the enclosed self-addressed envelope.

I would like to discuss this further.	
---------------------------------------	--

ATTENDANCE SHEET

ATTENDANCE SHEET

	NAME	REPRESENTING	PHONE #		NAME	REPRESENTING	PHONE #
					<u> </u>	<u> </u>	
., 1.	Chris Rops	HNTS	(312) 930-4/15	1.	WALT TRACHSER	PARIONA BRINGERIAGOR	312-803-5524
2.	John O'Holleran	HNTE	(30) 930-9119	2.	JULI CRANE	PANNING RESOLUTES / PB	630-668-3798
3.	Warren Myers	HNTB	(In) 910.9119	3.	John Page	Parsons Brineweithoff	917-468-2136
. 4.	Paula Green	IDOT	(309) 671-3478	4.	Mark Henderson	Parsons Brinekerhoff	£312 · 803-6487
5.	Dave Clark	IDOT	(309) 671-3493	5.	Pour Haro	IDOT D4	3-9-84 - 3-62
6.	Steve HAMER	IDNR_	217-785-5500	6.			·
7.	John Anderson		309-671-3454	7.			
8.	Paul Viedovicta	IDOT	217-524-1651	8.			
9.	Weaver Johnsa	FHUR	512-2625	9.			
≥10.	Kerth Horrischemayer	FHWA	217 - 491 - 4620	10.			<u></u>
1211.	Barb Tragger	IDOT	217-86-0202	11.			
[™] 12.	BICH Nowary	FOOT DEG	217 -785-2943	12.			
13.	KATHY AMES		217-785-0203	13.			
14.	LAN BETKER	CORPS	(309)794-53fC	14.			
15.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	TOOT-B.D.4E	(217) 782-7077	15.			#* * #********************************
16.	C-11 4 /11)11/20	U.S.EPA	(312) 353-5794	16.			
17.		I DOT - Environment	217 732 4770	17.			
18.	Tom-LAM	#DOT	(309) 671-3453	18.			
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Memorandum

To:

14

file

From:

John Page

Date:

April 30, 1999

Subject: Minutes for Agricultural Coordination Meeting

Macomb Area Study

Amy Eckland

April 16, 1999.

ATTENDEES:	Kovin B Rund	Jl. Farm Bureau	Director, Local Government	309-557-3274
	Jim Hartwig	IDOA		217-782-6297
	Tom Lacy	TOCI	Project Engineer	309-671-3453
	Paut Heeg	IDOT	Squad Leader	309-671-3462
	Paula Green	ICOT		309-671-3478
	Jackie Schartz	(DOT		309-671-3479
	Jaha Rowley	:DOT	Agriculture and Erosion Control Specialist	217-785-2834
	Mark Honderson	Parsons Br.nckerhoff	Project Manager	312-803-6487
	John Page	Parsons Brinckernolf	Environmental Lead	919-468-2130

The meeting was held to discuss alignment selection findings for the Macomio Bypass with representatives of the kilners Department of Agriculture (IDOA) and the Illinois narm Bureau. These finding included the alignment conclusions made at the September 1998 NEPA/404 meeting and afgoment studies completed since the September meeting. IDOA and Farm Bureau representatives were provided with copies of the September 1998 comparison of alternatives and a April 1999. comparison of alternatives. The following was concluded:

Planning

Resources Inc.

Ecologist

620-668-3788

- The representatives of IDOA and the Farm Bureau concured with the decisions made at the September meeting, including dropping the South Corridor and Alternatives NW-1, NE-1, and NF-3 from further consideration.
- It also was agreed that the agricultural impact trade-offs reflected in the current. comparison of NW-2 and NW-3 do not fever one atternative over the other. Representatives of the IDOA and the Farm Bureau expressed no preference. It was noted that NW-2 would take more agricultural land but it tended to be close to the forest edge. NW-3, while taking less agricultural land than NW-2, would

Over a Century of Engineering Excellence



April 30, 1999 раде 2

> split several farms down the middle. It was suggested that a better unperstanding of the farm operational problems associated with each afternative would be useful in making a distinction between the two alternatives. Such problems only would be known to the land owners and operators. It was also suggested that soil quality might be another way of making a distinction between the alternatives.

 Representatives of the IDOA and the Farm Bureau concured with the IBOT's recommendation that the current study's NE-9 and NE-3 should be dropped from further consideration in favor of NE-9R and NE-1.

Tomicacy (IDOT) Paul Heeg (IOO1) Paula Greene (IDOT) John Rowley (IDOT) Mark Henderson (PB)

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Over a Century of Engineering Excellence



Illinois Department of Transportation

Division of Highways / District 4 401 Main Street / Peoria, Illinois / 61602-1111 Telephone 309/671-3333

May 12, 1999

STUDIES & PLANS - PHASE I FAP Route 313 (U.S. 34) Carman Road to Monmouth Henderson & Warren Counties Job No. P-94-030-95 Catalog No. 031314-00 STUDIES & PLANS - PHASE (Macomb Area Study McDonough County Job No. P-94-152-91 Catalog No. 030010-01

Mr. Jim Hartwig Illinois Department of Agriculture Division of Natural Resources Bureau of Farmland Protection Illinois State Fairgrounds Springfield, IL 62706

Dear Mr. Hartwig:

Enclosed for your Information are the minutes from the meeting held on April 19, 1999 concerning the above captioned projects.

Please contact Paula Green of our office at (309)671-3478 if you have any questions concerning this matter.

Very truly yours,

D. E. Risinger District Engineer

Roger E. Rocke

Acting Program Development Engineer

PAG/pc/s:gen/winword/std&pins/envir/us34/ag41999

cc: T. Lacy

Project File (K. Park)

P Green

P. Heeg

M. Bruns - BOE

J. Rowley - BDE



Illinois Department of Transportation

Division of Highways / District 4 401 Main Street / Peoria, Illinois / 61602-1111 Telephone 309/671-3333

October 14, 1999

Mr. Jim Hartwig Illinois Department of Agriculture Division of Natural Resources, Bureau of Farmland Protection Illinois State Fairgrounds Springfield, IL 62706

RE: STUDIES & PLANS - PHASE I Macomb Area Study McDonough County Job No.: P-94-152-91 Catalog No.: 030010-01

Dear Mr. Hartwig:

The District is in the process of preparing the DEIS for the Macomb Area Study and is currently evaluating potential properties to be used for tree, wetland, and bird habitat mitigation. The District has been informed that the City of Macomb is preparing to sell approximately 168 acres in the northwest corner of the study area. The city originally acquired the property in preparation for an expansion of Spring Lake, the city's water supply. Although plans for a Spring Lake expansion never materialized, the city retained ownership of the property. The proposed bypass would pass through the southeastern corner of the property. The proposed right-of-way for the bypass would utilize approximately 15 acres of the total 168 acres. The remainder of the property is an ideal site for various mitigation efforts.

The parcet in question is the northeast 1/4 of Section 28 of Emmet Township. It appears that about 14 acres of this quarter section is used for agricultural crops and another 10 acres is used for other agricultural interests, such as pasturing. The remaining 144 acres is classified as woodland or developed (in this case the developed portion contains a sand quarry). The existing woodland is an extension of the woodland surrounding Spring Lake. This property has potential for development, with its proximity to Macomb, Spring Lake, and natural surroundings. Purchasing this property for mitigation would protect it from development and encourage the continuation of the Spring Lake ecosystem.

The public hearing for the Macomb Bypass Study is currently scheduled for next summer. The City of Macomb is planning to auction off this property in the near future and for various reasons the city feels they can not afford to postpone sale of this land until design approval for the bypass is received. Because of its excellent mitigation potential, the District would like to move on acquiring this property immediately. The City Administrator of Macomb, Mr. Bob Morris, indicated that the city would be willing to work with IDOT on the purchase of this property.

The city has requested we commit to the purchase of the parcel by October 15, 1999, or else they will proceed to auction it October 18, 1999. By this letter we officially notifying you of our intent to purchase this property in advance of the completion of the planning phase. Do to the unfortunate need to act quickly, your response by telephone or E-mail is requested by October 15, 1999.

If you have any questions regarding the above, please contact Ms. Paula Green at (309) 671-3462. Thank you for your cooperation in providing your comments in a timely manner.

Very truly yours,

Joseph E. Crowe District Engineer

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ce: Tom Lacy (no attachment)
Paula Green (no attachment)
Paul Heeg (no attachment)
M. Henderson - PBQD

Illinois Agriculture

Bureau of Land and Water Resources • State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-9281 217/782-6297 • TDD 217/524-6858 • Fax 217/524-4882

October 15, 1999

Mr. Joseph E. Crowe, District Engineer Illinois Department of Transportation Division of Highways / District 4 401 Main Street Peorla. Illinois, 61602-1111

Re: STUDIES & PLANS - PHASE 1 Macamb Area Study McDenough County Job No.: P-94-152-91 Catalogue No.: 030010-01

Attn: Paula Green

Dear Mr. Crowe:

DEFT. OF PRAISECULATED A MESSES OF APPROPRIATE

TO SOLVE TO SOLVE THE PROPERTY OF THE PROPERTY

The Illinois Department of Agriculture (IDOA) has reviewed the proposed acquisition by IDOT District 4 of 168 acres near Macomb for the purpose of mitigating natural resource impacts for compilance with Illinois' Farmland Preservation Act. (505 ILCS 75/1el.seq.)

The site in question is currently owned by the city of Macomb. It is located in the northeast ½ of Section 28 of Emmet Township. According to your letter of October 14, 1999, approximately 14 acres are used as cropland, 10 acres are used as a spasture, and the remainder is wooded or used as a sand quarry. The McDonough County Soil Survey, which was mapped by the USDA Natural Resources Conservation Service, shows that approximately 35% of the soils are Prime soils, 15% are Important soils, and the rest of the soils are neither Prime nor Important.

The IDOA would have no opposition to the District's acquisition of the site, due mainly to the presence of a high percentage of poorer quality soits. The topography of the site is primarily steeply sloping, and hence, not farmable, Most of the Prime soils are located on the western side of the site in the floodplain of Spring Creek. The Soil Survey indicates these soils are subject to frequent flooding and are less productive due to their wetness. Some of the Prime soils are also forested.

The IDOA would consider the District's acquisition of the site to be consistent with IDOT's Agricultural Land Preservation Policy and with the spirit and intent of the state's Farmland Preservation Act.

Sincerely.

James R. Hartwig, Supervisor

Office of Farmland Protection and Mined Land Reclamation

JRH

cc: Joe Hampton, IDOA Mike Williams, IDOA Jim Lippson, IDOA Warren Goetsch, IDOA Steve Chard, IDOA John Rowley, IDOT Duane Mansir, McDonough County SWCD

иI

A-120

. N. A.



Illinois Department of Transportation

Memorandum

To:

J. E. Crowe

Attn: Prog. Development Engineer

From:

Michael L. Hine

By: Peter J. Frantz

Subject:

PESA Review

Date:

March 27, 2000

Peter J. Trantz

Refer to: FAP 315 (IL 336), Section 32

Job No. P-94-152-91

Macomb (NW) Alignment Bypass Study

From IL Rte. 136 to US Rte. 67

McDonough County

ISGS # 1092

Attached is a copy of the Preliminary Environmental Site Assessment conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Hazardous Waste Survey Request.

Volatile organic testing was done for this project and the attached (ISGS) report indicates possible detection of contamination at two sites. The report has assessed a high risk for this project and recommends that further soil boring and sample analysis needs to be performed to determine the precise nature and extent of the contamination if additional right-of-way is required at these locations.

It is the opinion of this office, in consultation with the Chief Counsel's Office, that if right-of-way acquisition does not include the ownership or operation of any underground storage tanks and if construction excavation and utility relocation do not exceed the maximum testing depth at each site and does not exceed

0.9 meters (3 feet) within 15 meters (50 feet) of soil boring 1092-3c at Moore Equipment Inc., 4000 East Jackson St.:

2.7 meters (9 feet) within 7.6 meters (50 feet) of soil boring 568-1a and 1.8 meters (6 feet) within 7.6 meters of soil boring 568-1b at Smith Airport (from ISGS # 568), SW corner of US 67 and US 136,

then no additional preliminary testing for the project is necessary. In addition, please note that three magnetic anomalies were detected at Moore Equipment Inc. (Site 1092-3). These anomalies may be due to the presence of UST(s).

If the above stipulations can be met, then the project will be in compliance with Departmental Hazardous Waste Policy LEN-13. If the stipulations cannot be met. then the statewide consultant should be requested to perform additional investigations. Please notify this office of any actions you may decide to take concerning these sites (i.e., avoidance, further investigation, etc.). The attached transmittal form is provided for your convenience.

Page 2 March 27, 2000

Other findings and recommendations of the report should be carefully considered. If you have any questions regarding this report or the tasking of the statewide consultant, please contact John Washburn at 217/782-7074 or Steven Gobelman at 217/785-4246,

Attachment

Randy Schick Central Bureau of Land Acquisition District Bureau of Land Acquisition District Utility Coordinator Scott Stitt Mike Berry

S:\GEN\WPDOCS\MEHRA\PHASE\DISTR4\1092.doc

-04



-04

Illinois Department of Transportation

Memorandum

To:

J. E. Crowe

Attn.: Prog. Development Engineer

From:

Michael L. Hine

By: Larry L. Piche

Subject:

Revision to PESA Review

Date:

July 20, 2001

Larry L. Piche

Refer to: FAP 315 (IL 336), Section 32

Job No. P-94-152-91

Macomb (NW Alignment Bypass Study

From IL Rte. 136 to US Rte. 67

McDonough County

ISGS # 1092

A PESA Review for ISGS # 1092 was sent to you on March 27, 2000. An important notation was inadvertently excluded from the PESA Review. The following should be added to the PESA Review.

Laverdiere Construction Co.'s Sandhill borrow pit (Site 1092-A), SE corner of Section 28, T6N, R3W, contains an illegal landfill, constructed by dumping soil from NTN Bower Co. This soil may contain metals, petroleum hydrocarbons, and PCBs. This site should be avoided if prudent and feasible.

The stipulations in the original PESA Review are still effective, along with this addition. If you have any questions, please advise.

Attachment

SIGENIW/PDOCSIMEHRA)/PHASEI/DISTRA/1092Revidor

April 25, 2003 - Special Meeting with John Betker, USCOE NEPA/404 Merger Meeting Minutes Macomb Bypass US Route 67/IL Route 336 McDonough County P-94-152-91

Concurrence Point: Alternate to Carry Forward/Selected Alternative

A list of those in attendance is attached:

The purpose of this meeting and the April 28, 2003 meeting with the other members of the NEPA/404 Merger Team was to obtain concurrence on a revised Macomb Bypass alternative to carry forward. Both meetings reviewed the decision on alternatives evaluated to carry forward at the NEPA/404 Merger meeting held on September 25, 1998.

Paula Green (IDOT) described the history of the project, the evolution of the alternatives studies, the reasons why the alternative which the Merger Team concurred in September of 1998 was being revisited, and the potential impacts of the revised atternative.. A handout was distributed that included the information presented by Ms. Green.

The IDOT recommended to the alternative termed NW-15/NE-9R/NE 1 be carried forward. The revisions made to the alignment since the September 1998 Merger Team meeting are a result of a 1999 effort by to reduce agricultural impacts and the development, by a private land owner, of a lake within the NW corridor. A question and answer session followed the presentation.

John Betker (USCOE) asked if boats would be able to get from one side of the lake to the other once the road is constructed across take? Ms. Green responded that no boats would not be able to get from one side of the lake to the other. Equalization culverts will be placed through the fill for the road to allow for water, fish and other organism to pass from one side of lake to the other but not boats.

Mr. Betker asked what the resulting impacts to wetlands would be with the shift in the alignment due to the lake? Ms. Green answered that shifting the alignment west because of the lake crossing will cause slightly more impact to wetland sites 6A and 7A. Total impact at these sites is 0.41 and 0.87 respectively. IDOT noted that the landowner has been filling these wetlands over the course of several years. The original surveys done in this area noted this fact and the Rock Island COE was notified. A subsequent survey done by INHS in 2000 indicated that the wetlands had decreased in size because of filling. For the purposes of this study IDOT is using the 2000 wetland delineations. During the design phase of this project IDOT will revisit these wetlands to determine their actual size and the resulting impacts. The impacts are anticipated to be substantially less because of filling operations.

Mr. Betker asked how many acres of forested areas is IDOT planning on replanting and what is the quality of the impacted forested areas? Ms. Green answered that IDOT purchase 164 wooded ac, from Macomb for the purposes of mitigation. Approximately 109 ac, of upland forest will be protected from logging and cattle grazing. In addition, approximately 8 ac. of upland forest will be created. Landlocked parcels created as a result of this improvement will provide an additional 5.1 ac. of upland forest creation and 42 ac. of upland forest and 35 ac. of flood plain forest protection. The quality of the impacted forested areas was determined to be

grade C and C- by INHS. INHS survey indicated most impacted forested areas were poor quality,

Mr. Betker wanted to know if IDOT was planning on offering landlocked parcels to adjoining owners? Ms. Green answered that IDOT regulations don't allow us to offer these parcels to adjoining owners. The adjoining property owners would need to first approach IDOT and show interest.

Mr. Betker questioned if there was any public controversy? Ms. Green stated that bird experts and a few landowners in the area are concerned with impacts to bird habitat. Approximately 56.6 acres of prairie grassland will be created to help offset impacts to bird habitat that is taken as a result of this improvement.

There is some opposition from local farmers, but nothing organized. The subdivisions east of the lake were concerned with noise impacts. A berm placed east of the road in the area of the take will help with the noise levels.

Mr. Betker asked if the City of Macomb preferred the northwest bypass over the southern bypass? Ms. Green answered that City had passed a resolution supporting northwest bypass. Macomb also requested a freeway design.

Point of Concurrence: Ms. Green asked Mr. Betker if the USCOE would grant concurrence on preferred alternate?

Mr. Betker responded that he concurred with the alternate shown.

Ms. Green asked If it would be necessary to bring the project back to the COE after the public hearing?

Mr. Betker answered, no. especially if public hearing does not generate any controversy.

April 28, 2003 NEPA/494 Merger Meeting Minutes Macomb Bypass US Route 67/IL Route 336

Concurrence Point: Alternate to Carry Forward/Selected Alternative

A list of those in attendance is attached:

IDOT recommended to the Merger Team that an alternative termed NW-15/NE-9R/NE 1 be carried forward. The revisions made to the alignment since the September 1998 Merger Team meeting are a result of a 1999 effort by to reduce agricultural impacts and the development, by a private land owner, of a lake within the NW corridor. A question and answer section followed the presentation.

Terry Savko (IDOA) asked what developments are planned near the lake? Is the landowner planning on building a golf course here? Greg Larson (IDOT) replied the lake itself is primarily used by the owner and his employees for recreational purposes. The property owner built a log cabin which is located on the western end of the lake. The eastern half of the property has been platted for a residential neighborhood. There are a couple houses already built within the new subdivision. To IDOT's knowledge there is no golf course planned in this area.

Heidi Woeber (USFWS) asked if the revised alternative affected additional forested lands? Ms. Green(IDOT) replied that NE-9R impacts 8.0 ac. more woodland then NE-9 and NW-15 impacts 13 ac. more woodland than NW-2R. A woodled mitigation site, approximately 164 ac. in size, has been purchased by IDOT. Mitigation planned at this site and various landlocked parcels include protection of 151 ac. of upland forest and 35 ac. of floodplain forest, planting of 13 ac. of upland forest and creation of approximately 57 ac. of prairie.

J. D. Stevensons (FHWA) asked if NW-15/NE-9R/NE 1 was the preferred alternative? Ms. Green answered yes. If approved by the Merger Team, it would be the only alternative evaluated in detail in Sec. 4 of the DEIS and the only alternative shown at the public hearing. It would also be the recommended alignment in the FEIS. Thus, although it is subject to the DEIS review process and public review, it is likely at the next concurrence meeting the IDOT will recommend it be the selected alternative.

Mr. Stevenson suggested since only one alignment remained that concurrence be granted on the selected atternative? The team could concur today that NW-15/NE-9R/NE 1 is the selected alternative and this project would only need to be brought back to the Merger Team if significant changes resulted from public involvement or comments on the DEIS.

Mr. Stevenson asked if IDOT would want to get concurrence on the selected alignment today? Concurrence on the selected alignment could be given today. If problems or controversy arise from public involvement then IDOT would need to bring the project back to the NEPA group.

Kathy Ames (IDOT) said there is no problem with process of concurring on selected alignment today, before the hearing. This would fall within the regulations.

Newton Ellens (USEPA) asked if the Corps of Engineers (who met with IDOT on April 25 because they were unavailable for the meeting on the 28th) agreed to name NW-15/NE-9R/NE 1 as the selected alternative? Ms. Green stated that at the meeting on April 25, the John Betker (USCOE) granted concurrence of NW-15/NE-9R/NE 1 as the alternative to carry forward (minutes of this meeting precede these minutes). Mr. Betker also said he considered the project's wetland impact to be minor and the project would likely require a Nationwide permit. He also raised the possibility of concurring that NW-15/NE-9R/NE 1 was the selected alternative. In subsequent communication with Mr. Betker he concurred with NW-15/NE-9R/NE-1 as the selected alternative.

Point of Concurrence: It was agreed by those in attendance and by Mr. Betker through e-mail that NW-16/NE-9R/NE 1 would be the selected atternative, completing concurrence point 3. This decision will be revisited only if new concerns or issues arise during public involvement or the DEIS review. IDOT has contacted the Corps, inform them of the team's decision, and confirmed the Corps' concurrence.

Another feature of the proposed project that was discussed at this point was the proposal to include an earthen berm along the eastside of the crossing over the take. Originally the north/south leg of the NW alignment was depressed below the level of the surrounding ground as a commitment to residential communities located along 950E. These subdivisions were very concerned about noise generated from the new highway. In order to address their concerns the profile of the roadway was lowered.

However, with the creation of the lake it was not only impossible to retain a low profile, but it became necessary to raise the roadway above the elevation of the surrounding ground. In order to address the concerns of the existing subdivisions and prevent problems with subdivisions either platted or proposed around the new lake, an earth berm noise barrier is being proposed east of the roadway in the area of the lake.

Ms. Savko (IDOA) asked if the landowner responsible for the lake be providing the fill for the roadway across the lake and the berm? Ms. Green explained that the source of borrow is not known at this time. However, the lake was not created by excavation, therefore, excess soil would not be available at this location.

To mitigate for impacts to wildlife corridors a series of wildlife underpasses have been proposed. Ms. Green proceeded with a presentation concerning wildlife underpasses. Bridge structures will be widened so that dry ground, above the frequent flood zone, will provide room for animal passage. Several medium sized culverts will be placed at various locations to allow for smaller animals to pass from one side of the road to the other. The areas chosen for wildlife passages were based creating a connection between habitat types on opposite sides of the proposed roadway. Wildlife fencing will be placed along the roadway to keep critters off the road and to funnel them towards the crossings provided. One way gates will be placed at various locations to allow for critters to get off the roadway if they do get in.

Along the NW alignment 2 bridges extensions, 2 single span bridges and 4 medium size crossings are proposed for wildlife passages. Along the NE alignment 1 bridge extension, 1 single span bridge and 1 medium size crossing is proposed.

A-129

Attendance Sheet April 25, 2003 Special Meeting with John Betker, USCOE NEPA/404 Merger Meeting Minutes IL 336

Peoria, Fulton and McDonough Counties P-94-025-00

Name	Representing
John Betker	US Corps of Engineers
Charles Perino	IDOT, Bureau of Design & Environment
John Anderson	IDOT, District 4
Tom Lacy	IDOT, District 4
Paul Heeg	IDOT, District 4
Paula Green	IDOT, District 4
Greg Larson	IDOT, District 4

Attendance Sheet <u>April 28, 2003</u> NEPA/404 Merger Meeting Minutes IL 336

Name	Representing
Terry Savko	IL. Department of Agriculture
Heidi Woeber	U.S. Fish & Wildlife
Arlene Kocher	Federal Highway Administration
Jan Piland	Federal Highway Administration
JD Stevenson	Federal Highway Administration
Newton Ellens	U.S. Environmental Protection Agency
Steve Hamer	IL Department of Natural Resources
Larry Piche	IDOT, Bureau of Design & Environment
Kathy Ames	IDOT, Bureau of Design & Environment
Jean Fitts	IDOT, Bureau of Design & Environment
Barbara Stevens	IDOT, Bureau of Design & Environment
Charles Perino	IDOT, Bureau of Design & Environment
John Sanford	IDOT, Bureau of Design & Environment
Joe Crowe	IDOT, District 4
Eric Therkildsen	IDOT, District 4
John Anderson	IDOT, District 4
Tom Lacy	IDOT, District 4
Paul Heeg	IDOT, District 4
Paula Green	tDOT, District 4
Greg Larson	IDOT, District 4
John Page	PBQD
AaronChanowitz	PBQD
Lan Richart	Planning Resource, Inc.



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. Box 19276, SPRINGFIELD, ILLINOIS 62794-9276,217-762-3997
JAMES R, THOMPSON CENTER, 100 WEST RANDOLPH, SUITE 11-300, CHICAGO, IL 50601, 312-814-6028

RODIR, BLAGOJEVICH, GOVERNOR RENEE CIPRIANO, DIRECTOR

217/783-0547

September 16, 2003

Mr. Joseph E. Crowe, PE
District Engineer
Attention: Mr. Eric S. Therkildsen, PE
Blinois Department of Transporation
Division of Highways / District 4
401 Main Street
Peoria, Illinois 61602-1111

RECEIVED
SEP 1 8 2003
District 4

Re: Preliminary Draft EIS Macomb Area Study Project

Dear Mr. Crowe:

Thank you for the opportunity to comment on the Macomb Area Study project which proposes a fourlane bypass around the north side of Macomb, Illinois in McDonough County.

The Agency has no objections to the project; however, a construction site activity stonnwater NPDES pennit will be required from the Division of Water Pollution Control. Please contact Alan Keller at 217/782-0610 for specific pennit requirements.

Insufficient information was contained in the preliminary DEIS to determine if the project will require relocation of water mains. Ifwater main relocation is necessary, a construction pennit will also be required from the Division of Public Water Supplies. For pennit requirements regarding public water supplies, please contact Jerry Kuhn at 217/782-9470.

The Agency may provide additional comments after reviewing the signed DEIS when it is circulated for comment.

II Pkillian

Bernard P. Killian Deputy Director



ROCKFURSH-3302 Nosh Atam Street, Recklord, IL n | 107- (415) 987-7750. 2003 PLAINES -9811 W. Herrison St., Der Plaines, IL 60016- (447) 294-4000 PLAINES -9811 W. Herrison St., Der Plaines, IL 60016- (447) 294-4000 PLAINES -9811 W. University St., Penzit, IL 61614- (1079 405-440) PLAINES -9811 M. CHARLES -9811 M

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Bureau of Land and Water Resources

State Fuergrounds, P.O. Box 19281 Springfield, #L 62794-9281 217/782-6297 anD 217/524-6858 Fax 217/537-0993

September 16, 2003

Mr. Joseph E. Crowe, P.E., District Engineer Ninois Department of Transportation Division of Highways/District 4 401 Main Street Peorie. Illinois 61602-1111

Attention: Paula Green

Re: us Route 67 (FAP 319) and Illinois Route 336 (FAP 315) Draft Environmental impact Statement Macomb Area Study McDonough County, Illinois

Dear Mr. Conwe

The Illinois Department of Agricultural (IDA) has examined the working Draft Environmental Impact Statement regarding (DOT District 4's proposal to construct a four-lane bypass around the northern half of Macomb.

The scope ofwork involves the construction of a four-lane freeway bypass around the northern half of Macomb as the preferred alternative. The proposal includes interchanges of US 136 west of Macomb, US 67 north of Macomb and relocated US 136 east of Macomb. Agricultural land makes up 63% of the corridor although it appears that up to one-half of the preferred alignment may be located within Macomb's 1.5-mile zoning jurisdiction. Final acreage figures are not yet available to allow for the completion of the USDA Natural Resources Conservation Service Form AD-1 006 that tracks farmland conversion.

Official comments and the completed USDA NRCS Form AD-1006 will be forthcoming upon IDA's evaluation of the next version of the Draft Environmental Impact Statement.

Sincerely,

Steve Frank, Chief)
Bureau of Land and Water Resources

SF:ts

SEP 17 2003 1

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DEVEL OPHE



Hilinois Department of Transportation Division of Highways / District 4 401 Main Street / Peorla, Illinois / 61602-1111 Telephone 309/671-3333

October 22, 2003

BUREAU OF PROGRAM DEVELOPMENT STUDIES & PLANS - PHASE I Macomb Area Study McDonough County Job No. P-94-152-91 Catalog No. 030010-01

Mr. James B. Johnson United States Department of Agriculture Natural Resource Conservation Service 2118 West Park Court Champaign, IL 61821

Dear Mr. Johnson:

The Illinois Department of Transportation is in the process of studying a proposed bypass of Macomb, Illinois in McDonough County. The proposed alignment would bypass the community on the northwest and northeast. Enclosed for your review are the following:

- Farmland Conversion Impact Rating (Form AD-1006);
- Project location map;
- · Tables relating to farmland conversion;
- · Aerials showing the proposed alignment.

Please review the material provided and complete the AD-1006 form. If you have any questions concerning this issue, please contact Paula Green at (309) 671-3478.

Agery truly yours,

oseph E. Crowe, P.E. ⊯istrict Engineer

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Enclosure(s)

cc: T. Lacy (no enclosure)

P. Green

P. Heeg (no enclosure)

Parsons, Brinckerhoff, Quade & Douglas (Attn: Mr. John Page)

IL Dept. of Agriculture (Attn: Ms. Terry Savko)

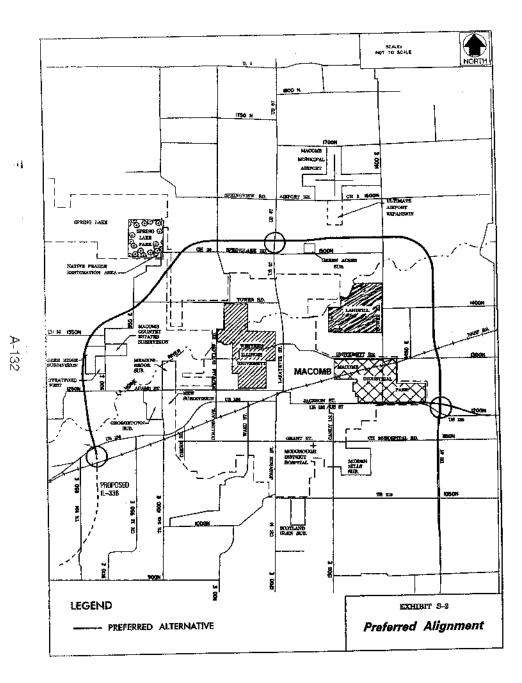
U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

NATION OF COMPLETED BY CONTROL CHANGE	ART I (To be completed by Federal Agency) Date Of Land		d Evaluation Request 10/15/03				
Name Of Project Macomb ByPass FAP 31:		Federal Ag	Agency Involved USDOT FHWA And State McDonough, IL				
Proposed Land Use Highway		County And					
ART II (To be completed by NRCS)		Date Requ	est Received By NRC\$				
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(See instructions on reverse side)

Form AD-1006 (10-83)



Macomb Area Study DEIS Agricultural Impacts Tables October 15, 2003

Table 1.	Impacts to Farm Units and Operations
Table 2.	Farmland Impact Types
Table 3.	Farmland and Buildings Affected
Table 4.	Conversion of Prime and Important Farmlands
Table 5.	Conversion of Soils by Land Capability Classification
Table 6.	Soil Types Within Area Used by the Project
Table 7.	Erodible Soils Converted
Table 8.	Conservation Reserve Program Impacts
Table 9.	Farm Severances, Uneconomic Remnants, and Land-locked Parcels
Table 10.	Uneconomic Remnants
Table 11.	Landlocked Parcels
Table 12	Adverse Travel

Table 1. Impacts to Farm Units and Operations

Impact Type	Hectares	Acres	Number
Farm Units		-	56
Centennial Farms	-	-	4
Displaced Agricultural Buildings	-	-	13
Displaced Agricultural Residences	-	-	6
Parcel Severances	-	-	26
Severance Management Zones	35.1	86.7	110

Table 2. Farmland Impact Types

Impact Type	Hectares	Acres	Number
Land Locked Parcels	47.7	117.9	7
Environmental Mitigation	59,7	147.6	1
Right-of-Way Taking	238.0	588.1	-
Subtotal	345.4	853.6	-
Uneconomic Remnants	3.6	8.8	4
Total	349.0	862,4	-

Table 3. Farmland and Buildings Affected

	Converted to Other Uses
Farmland Type	1
Cropland loss in hectares (acres)	183 (453)
Pasture loss in hectares (acres)	16 (38)
Other farmland loss in hectares (acres)	87 (215)
Total farmland converted in hectares (acres)	286 (706)
Buildings	
Displaced farm residences (number of parcels)	6
Displaced outbuildings (number of parcels)	13

 $^{^{1}}$ Includes area required for construction of the proposed highway, land-locked parcels, and area planned for environmental mitigation.

Table 4. Conversion of Prime and Important Farmlands¹

	Hectares A	ffected	Total in McDonough County
Category	Hectares (acres)	% of Total Affected	Hectares (acres)
Prime	189 (467)	66%	110,016 (271,711)
Important	50 (123)	17%	23,252 (57,427)
Other	47 (116)	17%	18,838 (46,525)
TOTAL	OTAL 286 (706) 100.0%		152,106 (375,663)

¹Includes area required for construction of the proposed highway, land-locked percels, and area planned for environmental mitigation,

Table 5. Conversion of Soils by Land Capability Classification

	Soils Used	1 1	McDonough County		
	Affected Area in hectares (acres)	% of Total Affected	Area in hectares (acres)	% Affected in County	
Class I	73.1 (180.9)	26%	44,064 (108,827)	0.17%	
Class II	108.4 (267.8)	38%	63,930 (157,891)	0.17%	
Class III	57.4 (141.8)	20%	28,548 (70,506)	0.20%	
Class IV	18.6 (45.9)	7%	2,845 (7,026)	0.70%	
Class V	0.0 (0.0)	0%	724 (1,788)	0.00%	
Class VI	1.2 (3.0)	0%	8,171 (20,180)	0.1%	
Class VII	25.7 (63.5)	9%	3,824 (9,444)	.67%	
Class VIII	0.0 (0.0)	0%	0 (0)	0.00%	
None	1.4 (3.4)	9%	522 (1,289)	.26%	
TOTAL	285.8 (706.3)	100%	152,628 (376,952)	0.19%	

Note: None refers to an urban soll (Orthents) that is not included in one of the eight NRCS soil classifications.

¹Includes area required for construction of the proposed highway, land-locked parcels, and area planned for environmental mitigation.

Table 6. Soil Types Within Area Used by the Project

Soil Type	Hectares	Acres		
Atlas silty clay loam (7D3)	Ď.3	0.9		
Bowns silt loam (386B)	5.1	12.7		
Clarksdale silt loam (257A)	2.5	6.2		
Clarksdate silt Ioam (257B)	2.8	6.9		
Elco silt Ioam (11902)	1.7	4.1		
Elco silt loam (119D2)	9.7	24.1		
Fishhook sitt loam (6D2)	1.3	3.2		
Hickory silt Ioam (8D2)	2.9	7.2		
Hickory silt loam (8F)	19.9	49.3		
Hickory silt loam (8G)	19.4	48		
lpava silt loam (43A)	63.1	156		
(pave silt loam (438)	7.4	18.2		
Keomah silt loam (17A)	14.4	35.5		
Keomah silt loam (178)	6	14.8		
Marseilles silt loam (549 F)	0.7	1.6		
Orthents, loamy gently sloping (802B)	0.5	1.3		
Rozetta silt Joam (279B)	16.7	41.2		
Rozetta sili loam (279C2)	31.7	78.2		
Rozetta silt Ioam (279D2)	2.8	6.8		
Sable silty clay loam (68)	26.7	66		
Sawmill silty clay loam (3107)	1.3	3.3		
Tarna silt loam (36B)	34	83.9		
Tama silt loam (3682)	3.8	9.5		
Tama silt loam (36C2)	2	4.9		
Wakeland silt loam (3333)	B.1	20.1		
Lake	1	2.4		
TOTAL	285.8	706.3		

Table 7. Erodible Soils Converted

Erodibility Class	Hectares	Acres	Percent
None	9.1	22.6	3%
None/Slight .	108.1	267.0	38%
Moderate	76.2	188.4	27%
Severe	92.4	228.3	32%
TOTAL	285.8	706.3	100%

¹Includes area required for construction of the proposed highway, land-locked parcels, and area planned for environmental mitigation.

Table 8. Conservation Reserve Program Impacts

Owner ·	Tract	CRP Lands Project Area In Hectares (Acres)	Project Impacts to CRP Land in Hectares (Acres)	
Dorothy Allen	1738	0.12 (0.3)	0	
Jon E & Troy E Ausbury	7911	0.36 (0.9)	0	
M&R Farm	2872	8.9 (22)	2.99 (7.4)	
Gregory McKee	1170	0.53 (1,3)	0	
Brookhart Trust	1128	2.63 (6.5)	0.81 (2.0)	
Barbara J. Markley	1380	15.3 (38)	0	
TOTAL	6	27.8 (69)	3.8 (9.4)	

10/15/63

Table 9. Farm Severances, Uneconomic Remnants, and Land-locked Parcels

	Affected Farm Units	Number	Hectares	Acres
Diagonal or Lateral Severances	24	26		
Severance Managament Zones	. 33	110	35.1	86.7
Uneconomic Remnants	4	4	3.6	8.8
Land-looked Parcels	6	7	47.7	117.9
Centennial Farms Affected	4	4		

Table 10. Uneconomic Remnants

Uneconomic Remnant#	Near Design Station Number	Owner	Hectares	Acres
1	136+432	Charles H. Flack	0.05	0.12
2	202+445 - 202+715	S.H. Shaver	0.62	1.53
3	106+880 - 107+030	Scott E, Miller	2.17	5.36
4	100+850 - 101+100	Robert & Terri Nelson	0,71	1.76
TOTAL			3.55	8,77

Table 11. Landlocked Parcels

Land Locked Parcel #	Near Design Station Number	Owner	Hectares	Acres
1	201+500	C. Crass	1.4	3.6
2	205+360 to 205+755	Max Runkle	1.9	4.6
3	208+180 - 708+927	Gregory McKee	5.3	13.0
4	106+070 - 106+780	Brookhart Trust	9.9	24.5
6	105+562 - 106+070	Brookhart Trust	2.5	6.1
6	103+960 - 104+835	Robert Bland & Mary Vogler	22.8	56.4
7	102+745 - 103+005	John N. Corsan	3.9	9.7
TOTAL			47.7	117.9

Table 12. Adverse Travel

Farm Operator	Design Station Number	Adverse Travel in Kilometers (Miles)
Bryan	205+800	8.2 (5.1)
McDonald	207+800	1.2 (0.8)
Agronomics	107+300 and 105+500	7.2 (4.5)
Prunty	209+500	6.9 (4.3)
Wicklund	202+000	0.5 (0.3)
Brooks	105+000	0.6 (0.4)
Ausbury	136+300	1.9 (1.2)

10/15/03



November 27, 1996

Mr. Dale E. Risinger
District 4 Engineer
Illinois Department of Transportation
401 Main Street
Peoria, IL 61602-1111

Dear Mr. Risinger:

The Executive Board of the Heart of Illinois Group of Sierra Club voted unanimously to strenuously oppose any routing of the 336 by-pass near Macomb through the property of Robert and Alice Henry. The Henrys are maintaining this property as a natural area. As you already know, there is a very large population of a foderal candidate species (Hill's thistle, Cirsium Hillii) located there. As one of our Executive Members found on a recent tour of the property, numerous other excellent indicator species are found there, such as lead plant, indian paint brush, northern dropseed, and turk's-cap lily. These hill prairies are so excellent, we have offered to burn-manage the property next spring to improve the eco-system. The Henrys have accepted our offer. A Nature Conservancy burn team and others have also offered to help, it would be extremely disappointing to many prairie ecologists if this diverse prairie is destroyed.

DIST. FNGR.

POR ROS

DEPARTMENTS
PRESCHAM DESIGNATION

MILE ADMA MIPS PARENTATION

One of our Executive Members has found by experience that restoration of excellent ecosystems, from scratch, can cost many-fold more than the total price of the land itself. With less than 0.01% of prairie remaining, much of which is less diverse than the Henry property, we cannot afford to destroy any of it. We



are prepared to make an issue of this matter. Since other alternatives are available, I don't think you will want adverse publicity.

Please notify us of your hearing concerning this section of Rt 336. We will attend.

Sincerely,

Ralph Him

Ralph Ginn, Chair

cc: Michael MacMullen

George Rose -

Angella Moorehouse

Don McFall

Barbara Traeger

Illinois Department of Transportation

Division of Highways / District 4 401 Main Street / Peoria, Illinois / 61602-1111 Telephone 309/671-3333

June 18, 1997

STUDIES & PLANS - PHASE | FAP 315 (IL 336) & FAP 10 (US 67) Sections 32,33,39,40 McDonough County Macomb Area Study Job No. P-94-152-91 Catalog No. 031483-00

STUDIES & PLANS - PHASE I FAP 315 (IL 336) Hancock & McDonough Counties 4-lane study of proposed IL 336 from 5. of Carthage to the W. edge of Macomb Job No. P-94-152-91 Catalog No. 030010-00

The Honorable Thomas Carper Mayor, City of Macomb 232 E. Jackson, Box 377 Macomb, IL 61455

Dear Mayor Carper:

The Illinois Department of Transportation, District 4, is currently in the Phase I study of proposed IL Route 336, a 4-fane partial access controlled expressway, between Carthage and Macomb. Attached is a map showing the project study limits.

At a previous meeting you attended on January 27, 1993, several alternate alignments were presented and discussed. A public informational meeting was later held in which public input was received in regard to the alternate alignments. The study is currently in the process of determining a preferred roadway alignment to be presented at a public hearing tentatively scheduled in late 1997. In order to keep you updated and to receive your input prior to the scheduled public hearing, we are requesting that you or a representative from your office attend a meeting to discuss the IL Route 336 project on July 17, 1997, at either 10:00 AM or 1:00 PM at the Heritage Room in the Student Union at Western Illinois University. Refer to the attached map for further details on the meeting location.

Additionally, a Phase I study is also underway to analyze an extension of IL Route 336 and/or U.S. Route 67 as a 4-lane highway to provide a bypass around the City of Macornb. Attached is a map showing the study limits of this project. Several alignment alternates will be evaluated for the bypass to best serve traffic circulation to and around Macornb. An informational meeting in which preliminary bypass alignments will be presented to the public is tentatively scheduled to be held concurrently with the previously mentioned IL Route 336 public hearing in late 1997.

Page 2

In order to receive input at an early stage of project development, the Department would also like to discuss the Macomb Bypass study at the July 17, 1997, meeting. As per discussions with Annette Mills of our office, you have indicated you will inform Council persons, representatives from Western Illinois University, and the Macomb Area Chamber of Commerce of the meeting date and location.

We fook forward to your input regarding proposed highway improvements in the Macomb area. If you have any further questions, please contact Tom Lacy at (309)671-3462.

Very truly yours.

D. E. Risinger District Engineer

By: _______

Program Development Engineer

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Attach.

cc: Phase I File (T. Lacy)
D.E.R.
A.C.M.
Environment File (P. Green)
Parsons, Brinckerhoff (W. Trachsel)

-14



Illinois Department of Transportation

Division of Highways / District 4 401 Main Street / Peoria, Illinois / 61602-1111 Telephone 309/671-3333

June 18, 1997

STUDIES & PLANS - PHASE ! FAP 315 (IL 336) & FAP 10 (US 67) Sections 32,33,39,40 McDonough County Macomb Area Study Job No. P-94-152-91 Catalog No. 031483-00

STUDIES & PLANS - PHASE I FAP 315 (JL 336) Hancock & McDonough Counties 4-lane study of proposed IL 336 from S. of Carthage to the W. edge of Macomb Job No. P-94-152-91 Catalog No. 030010-00

Dear Mr. Dallefeld:

The Illinois Department of Transportation, District 4, is currently in the Phase 1 study of proposed IL Route 336, a 4-lane partial access controlled expressway, between Carthage and Macomb. Attached is a map showing the project study limits.

On October 13 and 14, 1993, a public informational meeting was held in which public input was received in regard to the alternate alignments. The study is currently in the process of determining a preferred roadway alignment to be presented at a public hearing tentatively scheduled in late 1997. In order to keep you updated and to receive your input prior to the scheduled public hearing, we are requesting that you or a representative from your office attend a meeting to discuss the IL Route 336 project on July 18, 1997, at 1:00 PM at the Heritage Room in the Student Union at Western Illinois University. At the meeting the preferred roadway alignment and any proposed local road closures will be discussed. Refer to the attached map for further details on the meeting location.

Additionally, a Phase I study is also underway to analyze an extension of IL Route 336 and/or U.S. Route 67 as a 4-lane highway to provide a bypass around the City of Macomb. Attached is a map showing the study limits of this project. Several alignment alternates will be evaluated for the bypass to best serve traffic circulation to and around Macomb. An informational meeting in which preliminary bypass alignments will be presented to the public is tentatively scheduled to be held concurrently with the previously mentioned IL Route 336 public hearing in late 1997.

Page 2

In order to receive input at an early stage of project development, the Department would also like to discuss the Macomb Bypass study at the July 18, 1997, meeting.

We look forward to your input regarding proposed highway improvements in the Macomb area. If you have any further questions, please contact Torn Lacy at (309)671-3462.

Very truly yours.

D. E. Risinger District Engineer

y. __________

Program Development Engineer

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Attach.

cc: Phase I File (T. Lacy)
D.E.R.
A.C.M.
Environment File (P. Green)
Parsons, Brinckerhoff (W. Trachsel)

Mr Bert F, Whalen Chalmers Township Road Commissioner 8260 E, 1200th Street Macomb, IL 61455

Mr. Marion Weaver District No. 1 Township Road Commissioner 60 N. 1075th Road Box 45 Colchester, IL 62326

Mr. Jeffery A, Lee Emmet Township Road Commissioner 14441 E. 850th Street Macomb, IL 61455

Mr. Kent McClure Scotland Township Road Commissioner 15045 N. 1050th Road Macomb, IL 61455

Mr. Dan Hinman Macomb Township Road Commissioner 14215 N. 1600th Road Macomb, IL 61455

Mr. Dan Ratermann McDonough County Engineer 204 S. Western Macomb, IL 61455

Mr. Milt Sulfivan Township District No. 1 Supervisor 780 N. Connecticut Road Colchester, IL 62326

Mr. Jack Baily Scotland Township Supervisor 14 Elmo Drive Macomb, il. 61455

Ms. Judy Crabtree Chalmers Township Supervisor 9145 N. 900th Road Macomb, IL 61455

Mr. Kenneth Dallefeld Macomb Township Supervisor 15498 N. 1400th Road Macomb, IL 61455

Mr. David Beveridge Emmet Township Supervisor 612 Meadow Drive Macomb, IL 61455



Illinois Department of Transportation

Memorandum

To:

File

From:

Tom Lacy Syl

Subject:

COORDINATION MEETING MINUTES

Date:

July 24, 1997

STUDIES & PLANS - PHASE ! FAP 315 (IL 336) & FAP 10 (U.S. 67)

Sections 32,33,39,40 McDonough County Macomb Area Study Joh No. Ps94-152-91

Job No. P-94-152-91 Catalog No. 031483-00 STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336)
Hancock & McDonough Counties
4-lane study of proposed IL 336 from

S. of Carthage to the W. edge of Macomb

Job No. P-94-152-91 Catalog No. 030010-00

On July 16-18, 1997, coordination meetings were held in Macomb to provide an update on the study of the above captioned projects. Refer to the attached attendance sheets for a listing of meeting participants and the time of the meeting. An attached agenda packet was distributed for each project.

The agenda packet and aerial mosaics were used by Tom Lacy to describe the existing land features, design constraints, and environmental impacts for the alternate alignments studied. The aerial mosaic used for the IL Route 336 Study was overlayed with a CAD plan view of the preferred alignment which is intended to be presented at the upcoming public hearing. Each alternate alignment for the IL Route 336 study was discussed followed by reasons for selection of the preferred alignment. The aerial mosaic for the Macomb Area Study showed the preliminary alternate alignments in the northwest, northeast and south quadrants surrounding Macomb. A designated area of future refined study was indicated in yellow. The alignments in each quadrant were discussed in regard to impacts, followed by evaluation of the alternates proposed to drop from future study and then to carry forward for further refined analysis.

Following is a summary of discussion topics for each meeting.

July 16, 1997 (3:30 PM meeting with State Legislative personnel)

No objections were raised as to the reasons for selection of the IL. Route 336 preferred alignment. All participants were in favor of the project.

Representative Meyers expressed his concern with the alignment in the area of the Delbert Evans' property located south of Colchester. The alignment in this location would bisect the Evans property, which would have an impact on livestock grazing. Hier suggested a cattle pass under the IL Route 336 alignment to provide access for cattle and farm vehicles. Tom first elaborated on the reasons for the alignment location which was to avoid impacts to Killjordan Creek and also avoid the potentially historic Delbert Evans house. The District will evaluate access in this area and also talk to Mr. Evans to arrive at a feasible solution. The discussion of IL Route 336 concluded with a discussion of the project schedule and funding.

In regard to the Macomb Area Study, it was agreed upon that the alignments connecting in the vicinity of Springview Road should be dropped from future study as proposed. There was no objection to alignments suggested to be dropped from the study and the area of future refined study as shown shaded yellow in the agenda packet and aerial mosaic.

July 17, 1997 (10:00 AM meeting with Macomb City officials)

All meeting participants were in favor of the IL Route 336 project scope and location of the preferred alternate. Tom Lacy stressed to Mayor Carper that agreement by the Macomb Park District in regard to 4(f) involvement at Ball Fore is needed in order to not delay Phase If of the 5-lane section from CH 18 to Deere Road. An on-site meeting was held on May 19, 1997, with the Macomb Park District Board in which there was agreement to the proposed scope of work and right of way mitigation. The District has sent meeting minutes requesting signatures for concurrence, but has not received a reply. The Mayor responded that he would look into the matter and resolve as soon as possible.

In regard to the Macomb Area Study, there was support for the project and also no objections to the alternate alignment proposed to be dropped and the refined future study area.

Ed Collins of McClure Engineering pointed out several sewage treatment areas and water lines in the northwest quadrant. Ed agreed to supply utility and public utility information in the study area. The City of Macomb will furnish future land use plans and plats for property owned by the City.

July 17, 1997 (1:00 PM Macomb Chamber of Commerce and Western Illinois University officials)

Bruce Biagini preferred the IL Route 336 connection at the west edge of Macomb to be closer to CH 18. This would involve shifting the preferred alignment shown approximately 1/4 of a mile east. Tom explained that such a shift would bisect the golf course, increase impacts to Killjordan Creek, and also impact the local road network. In addition, shifting the alignment would

Page 3

not be conducive to a possible future extension of IL Route 336 as a northwest bypass of Macomb due to impacts to the Eamoine River Basin, residential housing, and costs associated with the rough terrain.

Bruce would also like to see the alignment in Section E curve up to near Colchester, then parallel the railroad tracks on the south side and connect to U.S. 136 near CH 18. Tom explained that an alignment with two 90 degree angular directional changes in approximately a 2 mile length would not be desirable in regard to roadway geometrics, cost, and impacts.

In regard to the Macomb Area Study, Bruce Biagini expressed his concurrence in regard to the proposed connection in the vicinity of Spring Lake Road. He liked this connection because it is in close proximity to Macomb. All meeting participants were in agreement to alternates proposed to be dropped and the refined future study area.

July 17, 1997 (3:00 PM meeting with Mayors of Carthage and Quincy, and District 6 D.E. and Prog. Dev. Engr.)

Jim Nightingale, the Mayor of Carthage, did not have any objections to the tt. Route 336 preferred alignment in the area of Carthage. He was particularly pleased with the new access road shown to the sewage treatment plant. The current access is adjacent to a creek, which periodically floods and prohibits access to the sewage treatment plant. The proposed access would not be impacted by the creek. Torn mentioned that the Department would like the City to have maintenance of the new access road, and the Mayor respondent with no objection. Tom also explained the proposed closure of TR 201 in the vicinity of the interchange. The Mayor was also agreeable to the closure.

The Macomb Area Study was also discussed and no objections were noted.

July 18, 1997 (10:00 AM meeting with the Mayors of Colchester and Tennessee)

No attendance by invited personnel,

July 18, 1997 (1:00 PM meeting with McDonough and Hancock Counties County Engineers and Township officials, and District 6)

Both McDonough and Hancock Counties County Engineers attended the meeting. There was no participation by invited Township personnel. Neither County Engineer had disagreement to the preferred IL Route 336 alignment. Paul Sty, Hancock County Engineer, was in agreement with the need for road closure of TR 201 in the interchange area east of Carthage. Impacts to the road closure would be minimal. Tom Lacy also mentioned the road closure has been previously discussed on April 2, 1997, and agreed upon by Dan Belknap, Carthage Township Road Commissioner.

Page 4

Proposed road closure in McDonough County was also discussed with Dan Ratermann. The two locations are TR 102 and TR 154. Refer to the agenda packet for a description of the two roads and reasons for closure. Pictures of the roads to be closed were also located on the aerial mosaic to help facilitate the discussion. Dan did not express an objection to the proposed road closures, but indicated he would be reluctant to sign an agreement letter until after public comments are received at the upcoming public hearing.

The Macomb Area Study was also discussed with agreement to alternates to drop and the area to be carried forward for future detailed study.

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cc: D.E.R,

A.C.M.

G.F.R.

P.A.G.

Parsons Brinckerhoff (Attn: Walt Trachsel)

ATTENDANCE SHEET

ROUTE: FAP 315 (IL RTE 336) AND THE MACOMB BYPASS STUDY JOB NO: P-94-152-91

MEETING PURPOSE:

Discussion of the preferred alignment for the 4-lane expressway study of proposed IL. Route 336 from Carthage to Macomb,

Discussion of Preliminary bypass alternate alignments in the vicinity of Macomb.

DATE: July 37, 1997 3:30 PM

REPRESENTING	PHONE #
TROT - DISTRICT 4	3 <u>09 671-34</u> 62
STATE SENATOR	
HOUSE REPOSEDITATIVES	
HOUSE REPARSENTATIVE	
IDOT - DISTRICT 4	

	IDOT - DISTRICT 4 IDOT - DISTRICT 4 STATE SENATOR HOUSE REPRESENTATIVES HOUSE REPRESENTATIVE

ROUTE: FAP 315 (IL RTE 336) AND THE MACOMB BYPASS STUDY JOB NO: P-94-152-91

MEETING PURPOSE:

Discussion of the preferred alignment for the 4-lane expressway study of proposed IL. Route 336 from Carthage to Macomb.

 $\{\{\}_{j \in J_k}\}$ Discussion of Preliminary bypass alternate alignments in the vicinity of Macomb.

DATE: July 17, 1997 10:00 AM

ATTENDANCE SHEET

ROUTE: FAP 315 (IL RTE 336) AND THE MACOMB BYPASS STUDY JOB NO: P-94-152-91

MEETING PURPOSE:

Discussion of the preferred alignment for the 4-lane expressway study of proposed IL. Route 336 from Carthage to Macomb.

Discussion of Preliminary bypass alternate alignments in the vicinity of Macomb.

DATE: July 17, 1997

1:00 PM

			7.80	F" (
NAME	REPRESENTING	PHONE #	NAME	REPRESENTING	PHONE #
1 BOR WORKIS	Ciry or MACOUND	(3×9) 831-0501	1 Cathy Clivius	WIV & Chamber of Commerce	309 836 3219 309 298-3304
2 For Collins	McClure Engineering	1309	2 Beuse BIAGINI	M ACAB CHAMBER	•
3 SWilliams	macomp Police Dept	<u>837-4594</u> 837-0503	3 Don Spencer	WILL	309-837-500
4 J. Conrad	City of Macomb	(304) 837-1111	4 San Reed	Moy.	·
7 Tom LACY	IDOT - DISTRICT 4	(309) 671-3462	- June etc		258-1834
12 DAN BROWN	MAGINE WASTEWATER	301833-2088	5		· · · · · · · · · · · · · · · · · · ·
BANDY JOHN	HACONG STORAT DEAT.	309 833 282/	7		***************************************
8 NAUE DORIGIT	City of Macony	837-2597	·		
9 DON BYTNER	MARIAMO FIRE DEPT	83678co	q		
10 CLARENCE JOHN	MACOMB FIRE DEPT.	836-7800	10		
11 MIKE BEATS	MAIDGO	837-4684	11		
12 John Magite	entrof Marons / WIV	298-1993	12		
13 TOW CARPETZ	como maenu	833.2528	13		
14 Paula GREEN	ID07	671-3478	14		
15 Hank Richardson	Cityoh Mown Water	836-39/6	15		
16 DALE Risinger	IDOT - DISTRICT 4		16		
17 Marilya Eck	City- 7th ward	837-9063	17		
8 PAULA GEREN	IDOT - DISTRICT 4		18		
19 GEORGE Ryan	IDOT - DISTRICT 4		19		
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ROUTE: FAP 315 (IL RTE 336) AND THE MACOMB BYPASS STUDY JOB NO: P-94-152-91

MEETING PURPOSE:

Discussion of the preferred alignment for the 4-lane expressway study of proposed IL. Route 336 from Carthage to Macomb.

Discussion of Preliminary bypass alternate alignments in the vicinity of Macomb.

17 DATE: July **149**, 1997

3:00 PM MTG.

	NAME	REPRESENTING	PHONE #
3	Fin Elistell Parliger Smith	Mayor of Carlley	<i>351-3146</i>
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ATTENDANCE SHEET

ROUTE: FAP 315 (IL RTE 336) AND THE MACOMB BYPASS STUDY JOB NO: P-94-152-91

MEETING PURPOSE:

Discussion of the preferred alignment for the 4-lane expressway study of proposed IL. Route 336 from Carthage to Macomb.

Discussion of Preliminary bypass alternate alignments in the vicinity of Macomb.

DATE: July 18, 1997

10:00 AM

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ROUTE: FAP 316 (IL RTE 336) AND THE MACOMB BYPASS STUDY JOB NO: P-94-152-91

MEETING PURPOSE:

Discussion of the preferred alignment for the 4-lane expressway study of proposed IL. Route 336 from Carthage to Macomb.

Discussion of Preliminary bypass alternate alignments in the vicinity of Macomb.

DATE: July 18, 1997	1:00 PM	
NAME	REPRESENTING	PHONE #
1 JOHN NEGANGARD 2 JOHN TAYLOR	100T D#C IDOT D#G	(zn) <u>78z-6990</u> <u>785-904</u> k
3 FERMAN W. HARDWICK 4 Dan C. Ratermann 5 HALL SLY	McDonsugh County Huys	782-4760 301-835-4/96
6	HAMOUR (OUVIN HOUS)	217-357-3155
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To:

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From:

Tom Lacy Se_

Subject:

COORDINATION MEETING MINUTES

Date:

August 7, 1997

STUDIES & PLANS - PHASE (FAP 315 (IL 336) & FAP 10 (U.S. 67)

Sections 32,33,39,40 McDonough County

Macomb Area Study Job No. P-94-152-91 Catalog No. 031483-00 STUDIES & PLANS - PHASE I FAP Route 315 (IL 336) Hancock & McDonough Counties 4-lane study of proposed IL 336 from S, of Carthage to the W, edge of Macomb

Job No. P-94-152-91 Catalog No. 030010-00

On August 5, 1997, a coordination meeting was held at the Quincy Herald Wig Newspaper in Quincy, Illinois, to provide an update on the study of the above captioned projects. Refer to the attached attendance sheet for a listing of participants which included the Mayor of Quincy, Quincy Highway Committee members, legislative representatives, and Districts 4 and 6. An attached agenda packet was distributed for each project.

The agenda packet and aerial mosaics were used by Tom Lacy to describe the existing land features, design constraints, and environmental impacts for the alternate alignments studied. The aerial mosaic used for the IL Route 336 Study was overlayed with a CAD plan view of the preferred alignment which is intended to be presented at the upcoming public hearing. Each alternate alignment for the IL Route 336 study was discussed followed by reasons for selection of the preferred alignment. The aerial mosaic for the Macomb Area Study showed the preliminary alternate alignments in the northwest, northeast and south quadrants surrounding Macomb. A designated area of future refined study was indicated in yellow. The alignments in each quadrant were discussed in regard to impacts, followed by evaluation of the alternates proposed to drop from future study and then to carry forward for further refined analysis. In addition, the Origin-Destination Study results were discussed for the Macomb Bypass Study.

Following is a summary of discussion topics for the meeting.

No objections were raised as to the reasons for selection of the IL Route 336 preferred alignment. All participants were in favor of the project. The proposed location of the IL Route 336 and U.S. 136 interchange west of Macomb was agreed upon as a good location for a future extension of IL 336 as a NW bypass of Macomb.

Page 2

in regard to the Macomb Area Study, Tom Lacy first began by discussing the Origin-Destination Survey results. Tom Oakley questioned the projected percentage of traffic bypassing Macomb (external to external trips) due to the fact that some businesses in the area may currently avoid the existing route, but if IL 336 and a bypass were built these businesses may then use the route. According to Torn, the O-D Study survey in which traffic was stopped on the major highway entering Macomb may not take into account businesses which are not taking the route now but would if IL 336 and a bypass were built. Mike McClain offered to investigate businesses in the Quincy area which would use IL 336 and Macomb Bypass in lieu of current alternate routes. Tom Lacy iterated that the O-D Study results are interpolated statistical data taken in a specified timeframe which is intended to be used along with many other variables in the bypass selection process. Date Risinger discussed possible bypass location combinations in relation to traffic movement. In conclusion, Tom Oakley would like to make sure the NW quadrant traffic projections are represented to include the proposed highway improvements. Tom Lacy will check the O-D Study business survey data and get back to Mike McClain.

In regard to the Macomb Area Study, it was agreed upon that the alignments connecting in the vicinity of Springview Road should be dropped from future study as proposed. There was no objection to alignments suggested to be dropped from the study and the area of future refined study as shown shaded yellow in the agenda packet and aerial mosaic. Meeting participants from the City of Quincy and Quincy Highway Committee were in agreement with the NVV and NE quadrants and would like to see the south quadrant alternates dropped.

In conclusion, Tom Oakley stated the importance of the highway projects discussed and stressed the project should be looked at on a broad scope as to regional benefits and not just a Quincy to Macomb connection.

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cc: D.E.R.

A.C.M.

G.F.R.

P.A.G.

Parsons Brinckerhoff (Attn: Walt Trachsel)

ATTENDANCE SHEET

ROUTE: FAP 315 (IL RTE 336) AND THE MACOMB BYPASS STUDY JOB NO: P-94-152-91

MEETING PURPOSE:

Discussion of the preferred alignment for the 4-lane expressway study of proposed IL. Route 336 from Carthage to Macomb.

Discussion of Preliminary bypass afternate alignments in the vicinity of Macomb.

DATE: August 5, 1997 1:30 P.M.

	NAME	REPRESENTING	PHONE #
1	Ein Easterly	100T 06	
2	ROPORELA. SMITH	IDOT D-4	782-7331
3	Charles 5 Barner	Dering	224-5-716 Quica
4	Jee 1 Conoult	Greency Styling Committee	<u>217-221-334 1</u>
5	Dale Kisinger	TOOT 0 4	309-671-3333
	During May	Quine Glander	27/22-7980
7	Chuck Schol	Cot It Chang	228 4645
8	Thomas avalley	4 Quincy Nighway Comm	723-5100
9	Mite MS CLAIN &		224-8606
10	LIBON KOWOLLE	City of Avery 2846 World	21 228-4527
11	Ton LACY	IDOT DISTRICT 4	(3 <u>09)671-3462</u>
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Illinois Department of Transportation

Memorandum

To:

File

From:

Tom Lacy

Subject:

COORDINATION MEETING MINUTES

Date:

September 18, 1997

STUDIES & PLANS - PHASE I FAP 315 (IL 336) & FAP 10 (U.S. 67)

Sections 32,33,39,40 McDonough County Macomb Area Study

Job No. P-94-152-91 Catalog No. 031483-00 STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) Hancock & McDonough Counties

4-lane study of proposed IL 336 from S. of Carthage to the W. edge of Macomb

Job No. P-94-152-91

Catalog No. 030010-00

On September 16, 1997, a coordination meeting was held at the McDonough. County Highway Department building in Macomb, Illinois, to review the proposed preferred alignment and road closures for IL 336 and preliminary alignments for the Macomb bypass study. Refer to the attached attendance sheet for a listing of participants which included McDonough County and Township officials. An attached agenda packet was distributed for each

The agenda packet and aerial mosaics were used by Tom Lacy to describe the existing land features, design constraints, and environmental impacts for the alternate alignments studied. The aerial mosaic used for the IL Route 336 Study was overlayed with a CAD plan view of the preferred alignment which is intended to be presented at the upcoming public hearing in early November of 1997. Each alternate alignment for the IL Route 336 study pertaining to McDonough County was discussed followed by reasons for selection of the preferred alignment. The aerial mosaic for the Macomb Area Study showed the preliminary alternate alignments in the northwest, northeast and south quadrants surrounding Macomb. A designated area of future refined study was indicated in yellow. The alignments in each quadrant were discussed in regard to impacts, followed by evaluation of the alternates proposed to drop from future study and then to carry forward for further refined analysis. In addition, the Origin-Destination Study results were discussed for the Macomb Bypass Study.

Following is a summary of discussion topics for the meeting.

Page 2

No objections were raised as to the reasons for selection of the IL Route 336 preferred alignment. Road closures at TR 102 and TR 154 were discussed in detail as to the reasons for closure. No objections were received for the two proposed road closures. The proposed location of the IL Route 336 and U.S. 136 interchange west of Macomb was agreed upon as a good location for a future extension of IL 336 as a NW bypass of Macomb.

In regard to the Macomb Area Study, it was agreed upon that the alignments connecting in the vicinity of Springview Road should be dropped from future study as proposed. There was no objection to alignments suggested to be dropped from the study and the area of future refined study as shown shaded yellow in the agenda packet and aerial mosaic.

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cc; D.E.R.

A.C.M.

G.F.R. P.A.G.

Parsons Brinckerhoff (Attn: Walt Trachsel)

ROUTE: FAP 315 (IL RTE 338) AND THE MACOM8 8YPASS STUDY JOB NO: P-94-152-91

MEETING PURPOSE:

Discussion of the preferred alignment for the 4-lane expressway study of proposed IL. Route 336 from Carthage to Macomb.

Discussion of Preliminary bypass alternate alignments in the vicinity of Macomb.

DATE: SEPTEMBER 16, 1997

NAME	REPRESENTING	PHONE #
1 TOM LACY	IDOT - DISTRICT 4	39-671-3462
2 LARRY W. HIGG:NS	CHALMERS	·· 833-1464
3 Chesses Googna	comes	309-8334568
4 JERRY MORRIS	CENTRAL STONE CO.	573-735-4505
5 Chada Gilbert	McDowed Co. ford	309 295-1185
6 Elaine Coner	Mc Donness C. Born	<i>309-254-35</i> 3
7	Commet +up	877-2636
8 / Santendarin	Prairie cith	775 5338
9 MICHAEL J. INMAN	McDONOUGH G. Bd	836-7211
10 Scott ALLISON	CHALMERS	833-1961
11 Rill Oliver	CHAINCAS	309/776.3/69
12 DAN HINMAN	march The	3-9-837-10
13 Bart E. Whales	Chalmers two	827-2144
	Chelon Tona	836-2703
14 Roy c Bund	Seathard Two	836-8011
15 Leron Brown		776 - 3219
16 Hess Brews	TOMPSHIM DIST #1	253-4196
17 Dan Ratermand	McDononed County Hay	<u> </u>
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Minutes of Coordination Meeting with City of Macomb and Macomb Transportation Committee FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67) MACOMB AREA STUDY McDonough County Job No. P-94-152-91 Catalog No. 031483-00P

January 15, 1998

Participants: (DOT - Dale Risinger, Annette Mills, Tom Lacy, Charleen Boudreau

Macomb Transportation Committee - Bruce Biagini

City of Macomb - Mayor Tom Carper

On January 15, 1998, a meeting was held at the District 4 office. Those in attendance are listed above. The purpose of the meeting was to present preliminary study information about the Macomb Area Study and to discuss Macomb's priorities for their transportation needs. Exhibits were shown, but no hard copy information was given to the Macomb people.

Tom Lacy presented exhibits showing the alignment locations on aerial mosaics, a comparison of lengths of roadway and travel times of the various alignments, and an overview of the origin-destination study. The south alignment is 6 miles longer than the NW-NE. The O-D Study indicated all 3 external-to-external connections carry essentially the same volume of traffic. Tom also discussed the geometric difficulties of connecting a diagonal south alignment with U.S. 136 and U.S. 67 at the east edge of Macomb. It would be a complex 5-legged interchange for now, with increased complexity if a Macomb-to-Peoria route is eventually connected there. In addition, additional property severance, poor angle of intersection with Hospital Road, and undesirable south to west traffic movement would result.

Then we discussed the impacts to local roadways with connections to the new bypass. Expensive upgrades would be required to carry the additional traffic on Adams Street from a NW bypass, Bower Road from a NE bypass, and CH 16 (Johnson Street) from a south bypass. There was also a concern that this additional traffic would have a negative effect on traffic flow and safety within Macomb. County, Township and/or City funds would be spent for these upgrades. It was agreed that an intersection or interchange would be needed at Johnson Street from the south bypass to provide access to Macomb. If the south alignment is selected, additional traffic would travel through neighborhoods and be very close to schools along Johnson Street. In comparison, an overpass could be implemented at either Bower Road or Adams Street with minimal impact on the local road access to Macomb.

Also discussed was the issue of where Macomb would like to have access as a means for them to influence development and to coordinate with providing utility services to those areas. Macomb prefers a freeway rather than an expressway for the bypass. We asked them to write us a letter to go on record with their preference. Macomb expressed interest in having three Interchanges: East and West Jackson Street (U.S. 136) and Lafayette Street (U.S. 67 north of Macomb). They also prefer overpasses to maintain the local network instead of at-grade intersections. The limited access will eliminate the need for Macomb to upgrade their local

roadways as mentioned above. Having the three interchanges will provide availability of a good location for a potential future systems interchange in the NW quadrant of Macomb for a Macomb-to-Peoria roadway.

Mr. Biagini suggested that the interchanges be built to be "consumer friendly". That is, to provide a view of the city for incoming motorists.

If the bypass is designed as a freeway, IDOT's study will include traffic studies of warrants for access at Adams Street, Bower Road, and Johnson Street.

The Mayor plans to arrange opportunities for some of the City Council members and local business owners to meet with IOOT and discuss these same topics.

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Thomas C, Carper Mayor Phone 309/833-2558 Lucille Gibson, CMC/AAE City Clerk Phone, 209/833-2575

City Administrator Phone: 309/837-0501 City Attorney Phone 309/832-4373 Community Development Coordinator (Building & Zaning) Phone 300/930,4946

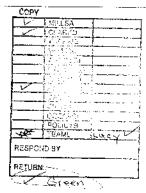
City of Macomb

P.O. 80X 377 MACOMB, ILLINOIS 61455 FAX: (309) 637-1523

March 2, 1998

Dale E. Risinger, District Engineer Illinois Department of Transportation 401 Main Street - Becker Building Peoria, Illinois 61602-1111

Dear Dale,



As per our past conversation and in reference to the January 15th meeting in Peoria regarding the proposed by-pass of Macomb, the Macomb City Council has voted in favor of a free-way, rather than an express-way design. The reasons for this decision are varied, however traffic and control over future development top the list.

I have enclosed a copy of the council minutes for your records. Please contact me if further information is needed.

Cordially,

Thomas C. Carper, Mayor City of Macomb, Illinois

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Minutes of Coordination Meeting with the City of Macomb FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67) MACOMB AREA STUDY McDenough County Job No. P-94-152-91 Catalog No. 031483-00P

March 6, 1998

Participants: IDOT - Annette Mills, Dave Clark, Rick Anderson, Tom Lacy, Paula Green

City of Macomb: Mayor Tom Carper

Alderman Dave Dorsett
City Administrator Bob Morris

Wastewater Superintendent Dan Brown

On March 6, 1998, a meeting was held at the District 4 office. Those in attendance are listed above. The purpose of the meeting was to present preliminary study information about the Macomb Area Study and to discuss Macomb's priorities for their transportation needs. Following is a listing of topics presented, information provided, and discussion by meeting participants.

Origin-Destination Survey Results

Forn Lacy first presented an overview of the origin-destination survey in which traffic into Macomb was surveyed to determine traffic patterns and the optimal location of a bypass to serve traffic needs. Following is a listing of preliminary findings of the origin-destination survey which were presented on exhibits.

1. Composition of Traffic

- 80% Macomb based, 20% bypassing Macomb except in the North-South traffic movement in which 60% is Macomb based and 40% is bypass traffic.
- 11% truck traffic in all quadrants.

2. Predominant Bypass Volume

 North-South movement ranks first, West-North ranks second, and West-East ranks third. However, differences in volumes between the movements is not significant enough to base a preferred location based solely on traffic movement.

3. Diversion of Traffic from Existing U.S. 136/U.S. 67

* The highest diversion of traffic off existing U.S. 138/U.S. 67 through Macomb is provided with the combination of the bypass in the Northeast and Northwest quadrant. Second is the Northeast and South quadrant combination. However, again the difference in traffic between the alternate combinations is not significant enough to base a preferred location solely on traffic movement. Annette Mills added that the bypass study is being conducted to determine Macomb's long-term traffic needs and that the City's input is a vital part of the study.

4. Travel Time/Distance

- Using an exhibit map, the distance and travel time for each bypass location was identified.
- In regard to alignment length, the South bypass is approximately 3 miles longer in distance than the Northeast or Northwest bypass.
- When comparing travel times, the Northwest-Northeast bypass combination is shorter in time than using existing U.S. 136 through town. Although the bypass is longer in distance, the traffic speed is much higher than the stop and go traffic through downtown Macomb using existing U.S. 136.
- When comparing travel times, the existing West leg of U.S. 136 to U.S. 67 North is shorter in time than using a South-Northeast bypass combination.

The above mentioned time comparisons are important in analyzing the Northwest-Northeast bypass combination with the South-Northeast bypass combination in relation to all possible traffic movements.

Freeway vs. Expressway Designation

Mayor Carper delivered the February 16, 1998, City Council meeting minutes in which a resolution was made in preference of a freeway designation for the bypass. The Mayor asked if a County resolution was also needed and Annette Mills indicated it would be helpful in reinforcing the freeway designation. The City of Macomb prefers the freeway designation in order to better control development and resultant City expenditures on local road improvements. In regard to the cost to upgrade from an expressway to a freeway, the South quadrant has the highest cost with the lowest cost in the Northeast quadrant. The South quadrant has the highest cost due to the additional sideroad crossings and frontage road access connections in comparison to bypass locations in the Northeast and Northwest quadrants.

Local Road System Impacts as a Result of Bypass Location

The following local roads were discussed which would cross the perspective bypass location:

- * Adams Street in the NW quadrant
- * Bower Road in the NE quadrant
- * Johnson Street (CH 16) in the South quadrant

Expensive upgrades would be required to carry the additional traffic on Adams Street from a NW bypass, Bower Road from a NE bypass, and CH 16 (Johnson Street) from a South bypass. There was also a concern that this additional traffic would have a negative effect on traffic flow and safety within Macomb. County, Township and/or City funds would be spent for these upgrades.

Adams Street and Bower Road could be designed as overpasses using a freeway designation with nearby interchanges at state route connections to provide access to major traffic generators such as WIU and the Industrial Park. The Mayor, Alderman Dorsett, and City Administrator agreed this would retain the local road network and provide the opportunity for Macomb to control development and expenditures on future local roadway improvements.

In regard to the Johnson Street connection in the South quadrant, it was pointed out that the Origin-Destination Study results indicate a substantial amount of South bypass traffic would take a Johnson Street connection into Macomb to major traffic generators which include the hospital, schools, and residential development. An interchange at Johnson Street is therefore needed in order to provide a major traffic movement as determined by the Origin-Destination Study for a South bypass. If the South alignment is selected, additional traffic would travel through neighborhoods and very close to schools along Johnson Street. Improvements would be needed on Johnson Street to accommodate additional traffic. Those in attendance from Macomb were concerned with the additional traffic impacts on Johnson Street and required roadway upgrades.

General Discussion Items

Bob Morris questioned as to the cost of the different bypass alignments in each quadrant. Tom Lacy responded that a cost analysis will be performed along with environmental and engineering impacts as a part of the future refined study. In addition, the City of Macomb's preference for a bypass location will be an integral part of the decision process.

Bob also received an inquiry from a homeowner in the Hidden Hills subdivision as to increased noise levels as a result of a South bypass. The Hidden Hills subdivision is approximately 1/2 to 3/4 miles from proposed South bypass alignments. Paula Green explained that the subdivision residents would have additional traffic background noise at low levels during certain portions of the day. Noise mitigation, such as noise walls, are usually only effective where housing is adjacent to the roadway.

This concluded discussion of the Macomb Bypass in which the meeting was then adjourned.

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Minutes of Coordination Meeting with the Macomb Chamber of Commerce FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67) MACOMB AREA STUDY McDonough County Job No. P-94-152-91

Job No. P-94-152-91 Catalog No. 031483-00P

March 12, 1998

Participants: IDOT - Annette Mills, Dave Clark, Tom Lacy, Paula Green

Macomb Chamber of Commerce - see attached attendance sheet

On March 12, 1998, a meeting was held in Macomb at the Chamber of Commerce. Those in attendance are listed on the attached attendance sheet. The purpose of the meeting was to present preliminary study information about the Macomb Area Study and to discuss Macomb's priorities for their transportation needs. Following is a listing of topics presented, information provided, and discussion by meeting participants.

Origin-Destination Survey Results

Tom Lacy first presented an overview of the origin-destination survey in which traffic into Macomb was surveyed to determine traffic patterns and the optimal location of a bypass to serve traffic needs. Following is a listing of preliminary findings of the origin-destination survey which were presented on exhibits.

1. Composition of Traffic

- 80% Macomb based, 20% bypassing Macomb except in the North-South traffic movement in which 60% is Macomb based and 40% is bypass traffic.
- * 11% truck traffic in all quadrants.

2. Predominant Bypass Volume

- North-South movement ranks first, West-North ranks second, and West-East ranks third. However, differences in volumes between the movements is not significant enough to base a preferred location based solely on traffic movement.
- 3. Diversion of Traffic from Existing U.S. 136/U.S. 67
 - The highest diversion of traffic off existing U.S. 136/U.S. 67 through Macomb is provided with the combination of the bypass in the Northeast and Northwest quadrant. Second is the Northeast and South quadrant combination. However, again the difference in traffic between the alternate combinations is not significant enough to base a preferred location solely on traffic movement.

4. Travel Time/Distance

- Using an exhibit map, the distance and travel time for each bypass location was identified.
- In regard to alignment length, the South bypass is approximately 3 miles longer in distance than the Northeast or Northwest bypass.
- When comparing travel times, the Northwest-Northeast bypass combination is shorter in time than using existing U.S. 136 through town. Although the bypass is longer in

- distance, the traffic speed is much higher than the stop and go traffic through downtown Macomb using existing U.S. 136.
- When comparing travel times, the existing West leg of U.S. 136 to U.S. 67 North is shorter in time than using a South-Northeast bypass combination.

The above mentioned time comparisons are important in analyzing the Northwest-Northeast bypass combination with the South-Northeast bypass combination in relation to all possible traffic movements.

Freeway vs. Expressway Designation

On February 16, 1998, a resolution supporting a freeway designation was made by the Macomb City Council. The City of Macomb prefers the freeway designation in order to better control development and resultant city expenditures on local road improvements. Several questions were raised by Chamber of Council members in regard to the advantages of the freeway designation. An explanation and example of a freeway and expressway roadway was first provided. Access to a freeway is via interchanges only such as interstate routes. An expressway has at-grade intersections with sideroads and also direct access for single residential property. An expressway example is U.S. Route 67 from Macomb to Monmouth. The freeway designation will provide controlled access points at interchanges which are safer for access than expressway at-grade intersections. Tom explained the disadvantage of an expressway with at-grade intersection in regard to the possibility of traffic signal installation as a result of increased accidents. A build up of development at expressway intersections could also increase traffic on city local road connections which could negatively affect traffic flow and safety. These roads would need to be upgraded at the City's cost.

In regard to interchange for a freeway facility an aerial exhibit was used to identify the location in relation to preliminary alignments. It was explained that the type of ramp configuration for the proposed interchange locations will be determined as a part of future detailed study.

Local Road System Impacts as a Result of Bypass Location

The following local roads were first discussed which would cross the perspective bypass location:

- Adams Street in the NW quadrant
- Bower Road in the NE quadrant
- Johnson Street (CH 16) in the South quadrant
- . Grant Street in the South quadrant

Adams Street and Bower Road could be designed as overpasses using a freeway designation with nearby interchanges at state route connections to provide access to major traffic generators such as WIU and the Industrial Park. This would retain the local road network and provide the opportunity for Macomb to control development and expenditures on future local roadway improvements.

In regard to the Johnson Street connection in the South quadrant, it was pointed out that the Origin-Destination Study results indicate a substantial amount of South bypass traffic would take a Johnson Street connection into Macomb to major traffic generators which include the hospital, schools, and residential development. An interchange at Johnson Street is therefore needed in order to provide a major traffic movement as determined by the Origin-Destination Study for a South bypass. If the South alignment is selected, a negative impact would result from additional traffic traveling through neighborhoods and very close to schools along Johnson Street. Improvements would be needed on Johnson Street to accommodate additional traffic.

In regard to Grant Street in the south quadrant, it was pointed out that Grant Street would not be connected to the freeway designated south bypass alignment. This would result in significant adverse travel to the hospital on Grant Street for U.S. Route 67 traffic south of Macomb. Using a northwest and northeast bypass combination, an at-grade intersection of Grant Street to U.S. Route 67 could be provided because U.S. 67 south of the U.S. 136 interchange would be designated as an expressway.

General Discussion Items

The Chamber of Commerce informed IDOT that they have sent out a questionnaire to City residents to determine public opinion on the bypass location. IDOT was given a sample questionnaire which included a preliminary alignments map and a space provided to respond to alignment location preference. Upon analyzing the questionnaire results and other project study information, the Chamber of Commerce intends to provide IDOT their preference on bypass location. Annette Mills added the City of Macomb is also providing their preference on bypass location which will be an integral part of the decision process along with cost, traffic, environmental, engineering, and other associated impacts.

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PROJECT: MACOMB AREA STUDY

JOB NO: P-94-152-91

MEETING PURPOSE:

Coordination meeting with Macomb Chamber of Commerce

DATE: March 12, 1998 - 3:00 pr	m	
NAME	REPRESENTING	PHONE #
1 Tom LACY	IDOT -4	671-3462
2 Brue Dlagin	Chamber	837-5000
3 Gl Collyn C	Mc Char Bug seeing	833-4594
4 Ted Hustro	Coldwell Fronker Four Saroc	s <u>833-530</u> 0
Swe Clark	IDOT	671-3493
7 aula Green Dan Ratermour	7707	671-3478
Dan Batermann	Mc Donaugh L.	1 833-4196
8 JANE BECKMAN	Lavari Vall Straily De	4 <u>6 1376</u> 46
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o Mide Wiscland	Chambon Miran Buthart	- A37_0611
1 ROAL CURTIS	famo Unified Brokers	837-2273
2 Mike Hillyer	Helhed Inc.	837-6434
3 Bill Butcher	Macomb Chamber	833-53%
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Thomas C. Carper Mayor Priorie: 309/833-2558 Lucille Gibson, CMC/AAE City Clerk Pinone, 309/833-2575

City Administrator Phone, 309/937-0501

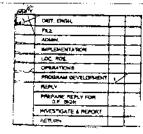
City Attorney Phone 309/833-4373 Community Development Chordinator (Building & Zaning) Prone 309/863/49/4

City of Macomb

P.O. BOX 377 MACOMB, ILLINOIS 61455 FAX: (309) 837-1523

August 3, 1998

Mr. Dale Risinger, District Engineer Illinois Department of Transportation 401 Main Street, Becker Building Peoria, Illinois 61602-1111



Dear Dale,

On behalf of the Macomb City Council and the McDonough County Board, please accept this letter as official notification of our recommendation to support the N.W. Corridor for a future by-pass of Macomb. (enclosed are official minutes of action taken). This decision was made with the assumption that the east by-pass would be completed independent of the 336 by-pass project.

We would also request that the East (67) by-pass be given priority and that no by-pass be considered until four lane construction on all routes (67 and 336 to Quincy) are complete We also request that any hy-pass construction proceed with minimum impact on property and wildlife habitat.

Thank you for your interest in this matter and we look forward to maintaining our productive relationship with the Department.

Cordially,

Thomas C. Carper, Mayor

City of Macomb, Illinois

and

Charles Gilbert, Chairperson McDonough County Board

Chel Willet a

TCC & CG/dh

Senator Laura K. Donahue Representative Rich Myers

KITE 0 6 1998

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MINUTES OF THE McDONOUGH COUNTY BOARD July 15, 1998

The Monthly Meeting of the McDonough County Board was held at the McDonough County County Board Chairman Charles Gilbert called the meeting to order at 7:00 p.m., DST. Roll call resulted in 20 present, I absent (Hensley). Sheriff Stan Carman gave the opening declaration and County Board Chaplain Moll led in opening prayer.

EXHIBIT 1

Chairman Gilbert called for the reading of the June 17, 1998 County Board minutes. Board Member Cook moved to dispense with the reading of the minutes and approve them as written. Board Member Moll seconded the motion. Motion carried with a voice vote.

EXHIBIT 2

The report from Public Defender, John A. Carter for the month of June was received and filed.

EXHIBIT:

Sales Tax collected in May 1998 for April 1998 was \$52,579.60. The report was received and filed.

EXHIBIT 4

The report of Balances and Investments from County Treasurer Waggonar was read and referred to the Final Committee.

EXHIBIT 5

County Clerk Miller's report on Warrants Issued in Vacation was read and referred to the Finance Commit (The total was \$458,212.03).

EXHIBIT 6

The monthly report of Circuit Clerk Lunt was received and filed.

EXHIBIT 7

Board Member Cook made a motion to approve the report of the Finance Committee as read with Board Member Pendarvis seconding the motion. Motion carried with a roll call vote of 20 ayes and 1 absent as Exhibit 7A.

EXHIBIT 8

Board Member Moll made a motion to dispense with the reading of the claims report and to approve it as submitted with Board Member Imman seconding the motion. Motion carried with a roll call vote of 20 ayes and 1 absent as Exhibit 8A.

🦄 ехнівіт 9

Board Member Harwick made a motion that was seconded by Board Member Schwerer to approve the recommendation of the County Board Chairman to locate the Highway 336 Bypass through McDenough County at the S-4 (southern-most) location as presented by IDOT. Discussion followed. Two individuals (Susan Conlon and Kent Peters) representing residents opposed to the southern route made brief presentations to the Board. Two individuals (Dolores Hinds and Bob Henry) representing residents opposed to the northern route also made brief presentations to the Board. Subcommittee Chairman Harwick stated that the recommendation

MINUTES OF THE REGULAR CITY COUNCIL MEETING HELD ON MONDAY JULY 20, 1896

State of Illianis
County of McDonough
Sity of Macoint

The City Council of the City of Mecomb, Illinois met in regular session on Mondey, July 20, 1998, in the

Mayor Ton Carper cabed the meeting to order. A Prayer was given by Alderman James Chambers followed by the Pledge of Allegrance led by City Alterney James (se.

Deputly City Clerk, Melazile Faks, called the roll and the following Aldermen answered present: James Chambers, Dave Donnett, John Meguire, Tom Schneider, John Conzad, William Muroby, Maniya Eck. Seven Aldermen beag greenel and none being absent. In addition to the Mayor, Deputy City Clark and Aldermen, City Administrator Bob Morris, City Aldermey James Lee and City Treasurer Ronald Ward were also present. Mayor Carper declared a quarum present for the transaction of business.

Superintendent of Departments present: Community Deveropment Coordinator Gary Ziegler, Police Chief Dill Hedean, Acting Water Superintendent Deorge Mulvin, Cemetery Sexton Jack Hall. Acting Street Superintendent Randy John, Fire Chief Dun Byltter, Waste Water Superintendent Dan Brawn

Herns on the Consent Agenda:

- Approval of the Minutes of the regular Council meeting held on Monday, July 6, 1996, et 7:00 p.m.
- Approve Ctairns and Accounts submitted on July 13, 1998.
- Place on life Treasurer's Report for the month of June 1998
- Place on file the following Department Reports: Code Enforcement, Fire Department

CONSENT AGENDA ADOPTED

PRAYER &

ROLL CALL

SUPT. DF DEPT. PRESENT

PLEDGE

Alderman Conrad moved, seconded by Alderman Muroby to dispense with the reading of the cone agence and adopt the same as published, on question being put, Alderman Chembers, Dorecti, Maguira, Schneder, Conrad, Murphy, Eck being all Alderman voting "Aye" on roll call and no "Ney votes, Mayor Carper departed the motion carried.

RECOMMEND NORTHWEST 6Y-PASS TO IDOT

City Attorney Lee gave 2nd reading of the following ordinance:

An Ordinance to Vacale a Portion of Home Skeet Lying North of East Murrey Skeet and Lying Between Blocks 1 and 2 of Home Adduken to The City of Macomb, McConquigh County, filingle

ORDINANCE APPHOVED NO. 2768 Aldurman Dersett moved, seconded by Alderman Contrad to approve the proinance, on question being put, Aldermen Chambers, Dersett, Maguire, Schneider, Genrad, Murphy, Eck being all Aldermen voting "Aye" rat Call and no "Nay" youte, Mayor Capper declared the motion carried and the ordinance was approved and became Ordinance No. 2786.

City Attorney Lee gave 1st reading of the lollowing ordinance:

As Ordinance to Provide for Parking Restrictions in the 200 Block of East Murray Street

City Altorney Lee gave 2nd reading of the towowing ordinance

An Ordinance to Aulhorize Rezoning the Property at 104 North Prairie Avenue Macomb, McDonough County, Illianis from R-2 Stagle Family Residential Zooling To B-2 General Business District for Commercial Purposes

ORDINANCE APPROVED NO. 2767

Addarman Dorsett moved, saconded by Alderman Conrad to approve the ordinance, on question belog put, Addarman Chambers, Dorsett, Magoure, Schneider, Conved, Murphy, Eck being all Alderman voting "Ays" on roll cell and no "Nay" votes, Mayor Carper declared the motion carried and the ordinance was approved and become Cridinance No. 2761.

APPROVE OC LOAN IRILL ABSTRACT \$3,800

Adderman Murphy moved, seconded by Alderman Conrad to approve the MUDC Revolving Loan application from Tarif Abstract and Tile Company, Inc. at 129 S. Randoloh in the amount of 33,800.00 at 34 for 3 years, on question being put, Alderman Chambers, Dessett, Maguire, Schnelder, Conrad, Nurphy, Eck being all Alderman voting "Aye" on roll dut and no "Nay" votes, Mayor Carper declared the motion carried.

Council Minutes Page 2

JOC LOAN. JIDELINES certain interior improvements, on question being put, Aldermen Chambers, Dorsett, Maguire, Conrad, Murphy, Eck being all Aldermen voting "Aye" on roll carl and no "Nay" votes, Mayor Carper declared the

(1E.,) 4 MILES IN/NG DUNDARIES Alderman Maguire moved, seconded by Alderman Chambers to have the City Attorney draft an ordinance to extend the extra-territorial boundaries 1 % miles and to include in the provision the 20ning line will automatically extend upon annexation to the City, all Aldermen voted "Aye" and Mayor Carper declared the motion carried.

ANOR SEND TOCOL R OR FREEWAY Alderman Dorsett moved, seconded by Alderman Murphy to authorize the Mayor to send a letter to the Department of Transportation stating our preference for a freeway for the Macomb highway by pass, all Aldermen voted "Aye" and Mayor Carper declared the motion carried

PECIAL DMMITTEE OF RE WHOLE MTG. BB 19798

Alderman Maguire moved, seconded by Alderman Dorsett to call a Special Committee of the Whole meeting on Thursday, February 19, 1998 at 5 00 p.m. at the McDonough County Courthouse, aft Aldermen voted "Aye" and Mayor Carper declared the motion carried.

2ECIAL DMMITTEE OF HE WHOLE MTG ARCH 12'96

Alderman Dorsett moved, seconded by Alderman Chambers to call a Special Committee of the Whole receiling on Thursday, March 12, 1998 at 5:00 p.m. at the McDonough County Courthouse for Water Budget issues, all Aldermen voted "Aye" and Mayor Carper declared the mution carried.

CCEPT ESIGNATION/ OLICE/FIRE COMM

Alderman Conrad moved, seconded by Alderman Murphy to accept the resignation of Hugh Anderson on the Police and Fire Commission and concur with the appointment of Larry Myers to fill the vacancy, CCEPT APPOINTMT all Alderman voted "Aye" and Mayor Carper declared the motion carried

XECUTIVE TEST ON

Alderman Conrad moved, seconded by Alderman Dorsett to adjourn into Executive Session for (a)Appointment, employment, compensation, discipline, performance or dismissal of an employee, (pursuant to Sec. 2(c)(1) of the Open Meetings Act) and (b)Setting the sale price of real estate (pursuant to Sec. 2(c)(6) of the Open Meetings Act), on question being put, Aldernen Chambers, Dorsett, Maguire, Conrad, Murphy. Eck being all Aldermen voting "Aye" on roll call and no "Nay" votes, Mayor Carper declared the motion carried and they adjourned into Executive Session at 7:40 p.m.

DPEN 3ESS!CN Aiderman Conrad moved, seconded by Alderman Maguire to adjourn back into Open Session, all Aldermen voted "Aye" and Mayor Carper declared the motion carned and they adjourned back into Open Session at 8:10 p.m.

APPOINTMT OF PERSONNEL Alderman Murphy moved, seconded by Alderman Maguire to refer to the Committee of the Whole meeting on Monday, February 23, 1998, the appointment of personnel with power to act, on question being put, Aldermen Chambers, Dorsett, Maguire, Conrad, Murphy, Eck being all Aldermen voting "Aye" on roll call and no "Nay" votes, Mayor Carper declared the motion carried.

COUNCIL TRAMASUOLOA There being no further business to come before the Council Alderman Conrad moved, seconded by Alderman Dorsett to adjourn, all Aldermen voted "Aye" and Mayor Carper declared the motion carri and they adjourned at 8:15 p.m.

i (j.) Historik

THE QUINCY HERALO-WHIG and The Quincy Journal

State of Hitnois. County of Adems, SS. City of Quincy,

City of Quincy.

I do hereby certify that I am Prisident of Quincy Newspapers, Inc., a corporation organized under the lews of the attack of Milnois, with its principal office at Quincy, Illinois; that are used I am only an interficie by resolution of the board of Directors of said Corporation to execute any sed all certificates of publication for said corporation, including this cardifficate, and certify the publication of any said all coolees princed and published in THE QUINCY HERALD-WHIG and The Quincy Journey, and said authority conserved the control of the Council and authority conserved the control of the Council and authority conserved the control of the council and authority conserved to the control of the council and authority conserved to the control of the council and authority conserved to the control of the council and authority conserved to the control of the council and authority conserved to the control of the council and authority compared to the control of the council and authority compared to the control of the council and authority compared to the control of the control of the council and authority compared to the control of the control The Quitery Journal, and said authority appears in the minutes of said corporation and by said sufferily I am

minutes of said emporation and by said an ibertly I am submirated to make this certificate.

I further certify that said Quincy Nawapapers, inc., is the owner and publisher of THE QUINOY HERALD. WHIGH and the Quincy Journel, a daily sentian news-super of general reculsions, published in the City of Quincy, County of Adams, and State of Illinois, and regularly issued daily, except name holiday; I further certify that said newspaper is a newspaper as defined by Sections of 'An Act to review the law in relation to notices" approved July 17, 1689 (H. B. 1933).

1600).

I further certify that the notice of which the annexed is a true copy was printed and published regularly and codesculively in THE QUINCY HERALD WHIG and

October	2.	1997	
October	30,	1997	

. IN WITMESS WHEREOF, said Quincy Newspapers, Inc., has coursed this corollecte to be signed by its said duly authorized representative and its corporate seal stixed this 4th day of November

QUINCY NEWSPAPERS, Inc.,

Publisher. Thomas a Cable

Jet Militarie

C. D., 19, 97

15605

HIE BLUNOIS BEPARTMENT OF TRANSPORTATION . WILL BE HOLDING A PUBLICHEARING to discuss the design and possible road closures ILLINOIS ROUTE 326
A lour dans structure of the control of the con A PUBLIC INFORMATIONAL MEETING THE MACCINE REASTUDY investigating bypasses around Macomb WEDNESDAY NOVEMBER 5-1997.

EDISON IN MORE HERE SCHOOL

ASSESSMENT REPORT

IN MACOUS

FROM 5:00 F.M. TULL 8:00 P.M.

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THURSDAY MORE STREET

THURSDAY MORE STREET THURSDAY, NOVEMBER 6, 1897. HANGOCK COUNTY COOPERATIVE EXTENSION CENTER 650 NORTH MADISON STREET AN CARTHAGE FROM 5:00 P.M. TILL 8:00 P.M. You are writted to attend within meeting exterly time during the 500 P.M.; 400 P.M.; (\$400 P.M.; (\$400 P.M.; (\$400 P.M.; (\$400 P.M.; (\$400 P.M.; \$400 P.M.) (\$400 P.M.) (\$400

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STREDITINOIS DEPARTMENT OF TRANSPORTATION WILL BE HOLDING

A PUBLIC HEARING

Mynigouse the design and possible posd.closures for

> ILLINOIS ROUTE 336 A four-lane expressway study from CARTHAGE TO MACOMB

A PUBLIC INFORMATIONAL MEETING

THE MACOMB AREA STUDY Investigating bypasses around Macomb

WEDNESDAY, NOVEMBER 6, 1897

EDISON JUNIOR HIGH SCHOOL 521 SOUTH PEARL STREET IN MACOMB FROM 6:00 P.M. TILL 8:00 P.M.

and on THURSDAY, NOVEMBER 6, 1997

HANCOCK COUNTY

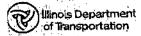
COOPERATIVE EXTENSION CENTER 550 NORTH MADISON STREET IN CARTHAGE FROM 5:00 P.M. TILL 8:00 P.M.

You are invited to attend either meeting at any time during the 5:00 P.M. - 8:00 P:M. period. No formal presentation will be given. Department personnel will be on hand to answer questions and receive comments about the proposed projects. Explois, drawings, asrial photos and the Draft Environmental Impact Statement for Illinois Route 336 will be available for examination. The Braft Environmental Impact Statement will also be available for review at the District office listed below Anyone interested in reviewing this document should call in advance for an appointment.

Information on the Department's Relocation Assistance and Payments Program will be available at the meetings. It is the policy of the Department that no family or individual occupying a twelling can be displaced by a Department highway project shem all guleboar branches elderedmon litrus bus seeing available to, or provided for, all those to be displaced by the project

Meeting rooms are accessible to disabled paraons. Disabled persons meeting appeals accommodations should telephone of write the contect person leted below 5 days before the hearing to advise her of their planned attendance. Hearing-impaired persons should call (309) 671-3450 for additional information; All others may receive more information by contacting:

-Annette C. Mills, Program Development Engineer : Division of Highways-District 4 401 Main Street Pearla, Minols 81602-1111 Phone: (309) 671-3490 Fex: (309) 671-3498



PROSED to CHICAGO Charge To: Chiments: Approved by:

CERTIFICATE OF PUBLICATION STATE OF ILLINOIS,

County of McDona

This is to certify that a printed notice, of which the annexed is a true copy, was published in the MACOMS JCK/FNAL TWO times, being once such week for successive weeks, the first publication of suic notice being in the taue of said open deted and issued on the CTC day of October A.D. 19 7 and the test publication of stati notice being in the save of said paper dated and issued on the 30 th day of October A.O. 19 97, that said MACOMS JOURNAL is a secular daily published in the city of Macomb, McDenough County, lifinois, and has been regularly published daily in said city of Macomb for at least six months immediately prior to the said first publication of said notice; that the said MACOMB JOURNAL is published by Newspaper Holdings, Inc., successor February 14, 1997 to Park Newspaper of IL, the, that the MACOMB JOURNAL, was regulatly published daily, except Sundays, for at least six months prior to February 14, 1997 by Park Newspapers of E. Inc., and since February 14, 1997 the MACOMB JOLANAL has been regularly published by Newspaper Holdings, Inc.

That by resolution of the Scard of Directors of Newspaper Notdings, Inc. Randell L. Labranz and John R. Friedrich are duly authorized to make this certificate for and on behalf of Newspaper

81 John Sind its
ils Duly-Authorized Agent.
Printer's Fees 417.60

Subscribed and awarn to before me this ____30th day

of191919
Marilyn K. Thomson
Notary Public

OFFICIAL SEAL MARILYN K. THOMPSON NOTARY PUBLIC, STATE OF LLINDIS UY COMMISSION EXPIRES 5-28-8000

Legal Notice

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A PUBLIC INFORMATIONAL MEETING...

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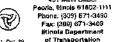
HANCOCK COUNTY COOPERATIVE EXTENSION CENTER 550 NORTH MADISON STREET IN CARTHAGE

FROM 5:00 P.M. TILL B:00 P.M. for are invited to arrand either meeting at any line. wasing the 5:00 PM, -8:00 PM, period. No formal preeveration will be given. Department personnel will be an hand to answer questions and receive comments acout the proposed projects, exhibits, drawings, serial mone and the Draft Environmental Impact Statement in Minole Route 336 and will be available for examinaton. The Draft Environmental Impact Statement will aso be available for review at the District office listed irelaw. Anyone interested in reviewing this document should call in advance for an appointment.

information on the Department's Relocation Assistance and Payments Program will be available at the meetings. It is the policy of the Department that no tamey or individual occupying a dwalling can be dis-placed by a Department highway project unless and until comparable replacement housing to made available to, or provided for, all those to be displaced by the

Meaning rooms are accessible to disabled persons. Disabled persons needing special accommodations should telephone or write the contact person listed below 5 days before the hearing to advise her of their purpose attendance. Hearing-impaired persons should call (309) 671-3450 for additional information. All others may taceive more information by contacting:

Annette C. Mille, Program Development Engineer Division of Highways - District 4 401 Main Street



Oct. 1, Oct. 20

CERTIFICATE OF PUBLICATION

STATE OF ILLINOIS

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	Certhage, Minob Oct. 3 19_
Bill Ferguson	do hereby contry that I am the
publisher of the HAMCOCK COU	NTY JOURNAL-PILOT, a newspaper as defined in
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Legal Notice

THE ILLINOIS DEPARTMENT OF TRANSPORTA-TION WILL BE HOLDING

A PUBLIC HEARING to discuss the design and possible mad closures for ILLINOIS ROUTE 330

A lour-lens expressively study from: CARTHAGE TO MACOMS #pd

A PUBLIC DIFORMATIONAL MEETING

THE MACQUE AREA STUDY Investigating bypasses around Macomb on WEDNESDAY, NOVEMBER 5, 1997

EDISON JUNIOR HIGH SCHOOL 521 SOUTH PEARL STREET IN MACOMB FROM 5:00 P.M. TILL 8:00 P.M.

BNG ON THURSDAY, NOVEMBER 8, 1997 CENTER 1197

660 NORTH MADISON STREET IN CARTHAGE

FROM 8:00 P.M. TILL 8:00 P.M. You are invited to extend either meeting at any time during the 5:00 P.M. - 8:00 P.M. period. No formal precontation will be given. Department personnel will be consecutor will be green. Department personnel will be on hand to answer questions and residue comments should be proposed projects, exhibits, themings, seniel photos and the Orali Environmental impact Statement for kinds fronts 335 and will be applied for senimen-tion: The Draft Environmental Impact Shatement and sto be available for review at the Diablet office listed below. Anyone Interested in tendewing this document should call by advance for an appointment.

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Poorie, Illinois 61802-1111

Oct. 1, Oct. 29

of Transportation

Phone: (309) 671-3480 Fax: (308) 671-3409 Illinois Department

CERTIFICATE OF PUBLICATION

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OPEN HOUSE PUBLIC INFORMATIONAL MEETING

Macomb Area Bypass Illinois Route 336 (FAP 315) and U.S. Route 67 (FAP 310) McDonough County, Illinois

Date:

November 5 and 6, 1997

Time:

5:00 p.m. - 8:00 p.m.



Velcome to the public informational meeting on the Macomb Bypass project

This public informational meeting is being held so that the Illinois Department of Transportation can present information about the Macomb Bypass project, and hear your questions and comments. The exhibits present possible alignments for a four-lane divided highway around Macomb.



This meeting is conducted in an open house format. Please review the exhibits, they will give you important information about the project.

The exhibits on aerial photographs show possible alignments for the project.

The exhibits present preliminary alignments considered for a bypass around Macomb and the preliminary findings and recommendations of the planning process. The alternatives being studied are a "No Action" alternative and several "build" alternatives.

We want to hear from you. Please feel free to ask questions and express your opinions.

Because your input is important, there are several ways you may comment on the project.

- Illinois Department of Transportation personnel are present to answer your questions and receive your comments.
- A court reporter is also present to record your comments.
- On the last page of this brochure is a comment form, with a postage-paid envelope attached. Record your comments and mail them back to us.
- You may send additional conunents to us at:

Illinois Department of Transportation Division of Highways, District 4 D.E. Risinger, District Engineer 401 Main Street Peoria, Illinois 61602-1111

Written comments received by November 17, 1997 will be included in the official record of the informational meeting.

Thank you for attending this informational meeting and for your interest in the project.

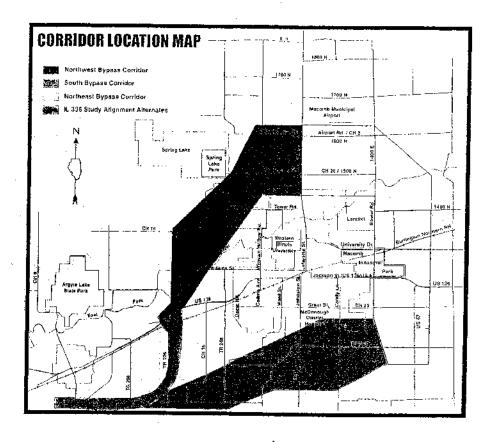
eed for Improvement

- Better regional connections The project is part of a group of projects that will provide better highways to connect cities in western and central Illinois. The projects will complete an expressway system that will link Quincy, Macomb, Monmouth, Galesburg, St. Louis, and Springfield. The Macomb Area Bypass would link proposed four-lane highways on IL 336 (FAP 315) and US 67 (FAP 310) while permitting traffic to bypass the center of Macomb.
- Better local travel The Macomb Area Bypass
 project will improve travel efficiency and
 safety. The project will improve travel times
 for travel around Macomb in several ways.
 The four-lane highway will provide more
 capacity, and reduce traffic delays. Gradeseparations at selected crossroads and railroad
 crossings will eliminate delays, and will
 seduce the potential for accidents at these
 locations.
- Employment The project will help the area retain employment by improving access to and through Hancock and McDonough Counties and connecting the area to a better regional highway network.

Project Description

The Illinois Department of Transportation has conducted a study of travel patterns around Macomb to determine potential bypass locations. Alternative approaches to the project have been developed, including a "No-Action Alternative" and several alternatives that would result in construction of a new roadway. The "No-Action Alternative" consists of retaining the current alignments of US 67 and US 136 through Macomb and maintaining the existing roadways.

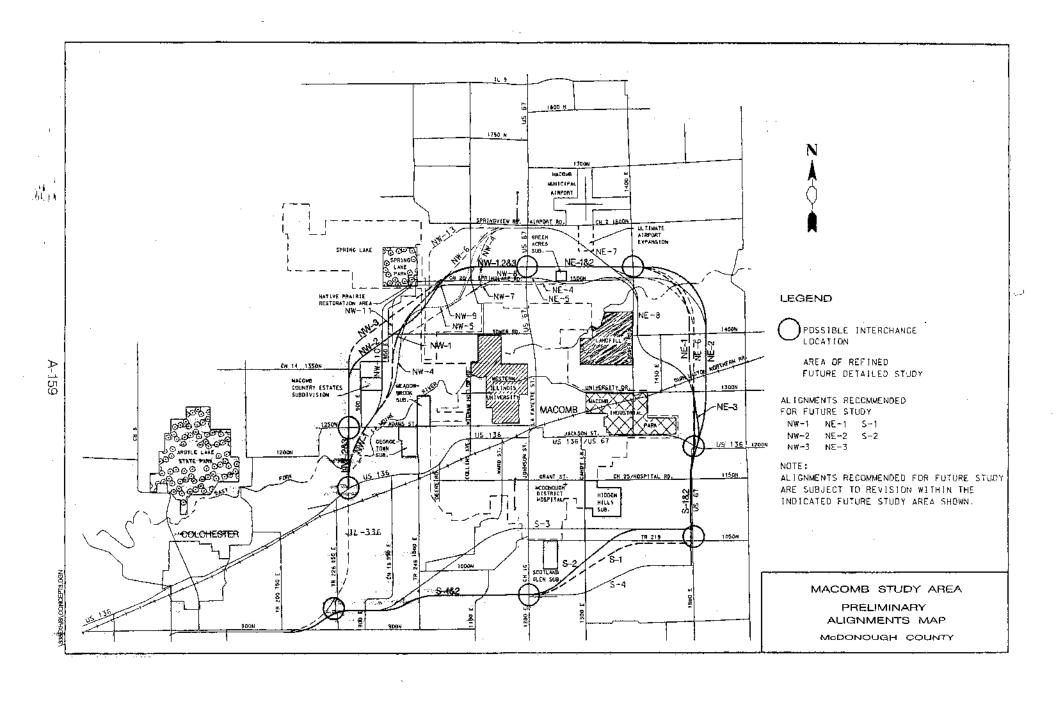
Macomb bypass alternates include a combination of alignments in the northwest and northeast corridor or the south and northeast corridor. Several alignments within the study corridors were studied to assess general environmental and engineering aspects after which the less desirable alignments were tentatively dropped. The location of alignments studied and recommended preliminary alignments to study further are shown on the Preliminary Alignments Map. The preliminary alignments recommended for future study are subject to revision within the indicated future study area shown.



Project Location

The project involves a study corridor extending approximately 4.8 kilometers (3 mifes) in each direction from the center of Macomb. As shown on the Corridor Location Map, the study encompasses three study corridors: northwest, northeast, and south. Build alternates for a bypass include a combination of the northwest

with the northeast corridor or the south with the northeast corridor. The proposed project would be constructed as a four-lane divided highway around the selected portions of Macomb with interchanges at state routes and major intersecting roads.



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Relocation

The Illinois Department of Transportation, under provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and Sections 3-107 and 4-511 of Chapter 121 (Illinois Highway Code) of the Illinois Revised Statutes, will provide relocation assistance to all eligible relocated persons on a highway project.

If you are required to move as a result of a highway construction project, whether as an owner or tenant, you will be eligible for moving assistance, supplemental replacement housing payments, and reimbursement for certain expenses incurred in purchasing replacement housing.

It is the policy of the State of Illinois to guarantee that displaced persons receive fair and equitable treatment, and do not experience potential hardships as a result of a highway project design for the benefit of the public. Any person, family, business, or farm displaced by a highway project shall be offered relocation assistance services for locating suitable replacement property. Relocation payments and advisory assistance are offered in addition to the State's payment for real property.

Relocation assistance agents with the Department of Transportation are available tonight and at our offices to answer your questions.



IDOT will review and evaluate the public input received at the hearing, and will respond to comments received.

In the coming months, more detailed analysis will be performed for the alternatives. The analysis will consider factors including costs, potential impacts, engineering feasibility, and the relative merits of each alternative.

A Location Design Report and an Environmental Impact Statement will be prepared to document the analysis.

A preferred approach for the improvement will be presented at the next public hearing.



We want your comments on the proposed Macomb Bypass project

We encourage you to make your views a part of the official record. The Illinois Department of Transportation is providing the attached postage-paid envelope and this page for you to send us your comments on the proposed project. Written comments received within ten days after this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting. Space is provided on this page for you to provide comments.

My comments are:		
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lease print:	•	Illinois Department of Transportation
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